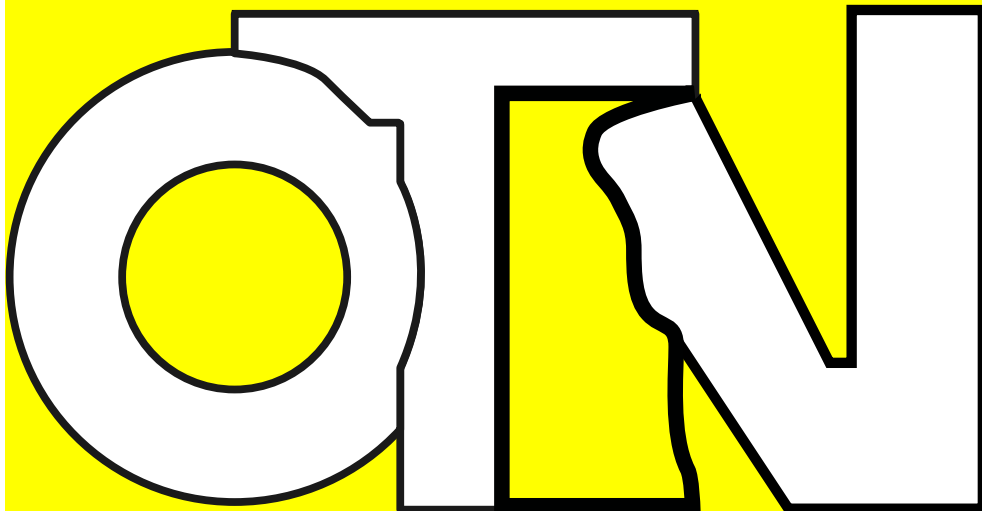


URBAN DESIGN STANDARDS & GUIDELINES

for Old Town North

Working Draft February 17, 2017



CITY OF ALEXANDRIA, VIRGINIA



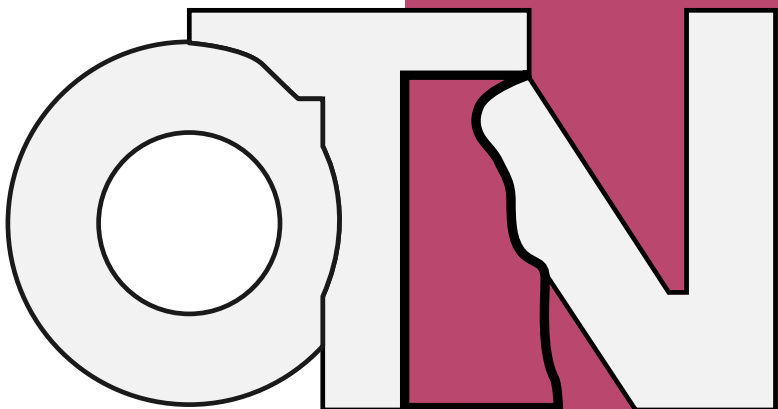
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1

INTRODUCTION



CHAPTER 1: INTRODUCTION

1.1 PURPOSE OF THE URBAN DESIGN STANDARDS AND GUIDELINES

The purpose of the Old Town North (OTN) Urban Design Standards and Guidelines (hereafter referred to as the Design Standards and Guidelines) is to promote high-quality architectural and urban design within an established urban context and to encourage a cohesive and attractive environment for the people who live, work, shop, recreate and visit Old Town North.

The Design Standards and Guidelines are intended to provide requirements and guidance in written and graphic form for projects in the OTN plan area to implement the Vision of the Small Area Plan. Projects are required to comply with the design standards, graphics, and figures (including all notes on all figure) referenced herein, to the extent feasible, to ensure that the built environment exhibits the highest standards of design. Projects are also strongly encouraged to comply with the applicable guidelines referenced herein.

The foundation of the Design Standards and Guidelines are the following:

- 1 Recognizing the unique character of Old Town North and fostering a sense of place, arrival and community;
- 2 Promoting building design excellence that is context-sensitive and can interface at a human scale;
- 3 Creating a visually and physically accessible, sustainable and connected environment of open and public spaces, amenities and services within the plan area and between the neighborhood and adjacent communities; and
- 4 Creating an attractive and active pedestrian streetscape.



Old Town North - View of the Waterfront looking South



Old Town North - Existing Power Plant Structure

1.2 BACKGROUND - URBAN DESIGN IN OLD TOWN NORTH

The Old Town North Small Area Plan, adopted in 1992, (1992 OTN SAP) recommended the establishment of Old Town North urban design guidelines and a review process for newly constructed and redeveloped properties. The 1992 OTN SAP states that the design guidelines, once established, should be refined as needed over time to ensure that the critical design objectives for the neighborhood continue to be addressed. Subsequent to adoption of the 1992 OTN SAP, Old Town North Urban Design Guidelines were adopted in 1994 and a review process for new development was established.

This document updates the The 1994 Urban Design Guidelines to ensure new development occurring over the next 20 years will align with updated plan goals and objectives in a manner that strengthens compatibility between uses and enhances the vision for Old Town North, its overall sense of place, and its quality of life for all.

The 1992 OTN SAP stressed the need for a more balanced mix of uses emphasizing more retail and residential, and the 1992 OTN SAP provided urban design and zoning tools to help accomplish that vision. For example, in support of the 1992 OTN SAP the Retail Focus Areas (RFA) were established which allowed additional floor area for properties within designated parts of the neighborhood if those properties included ground floor retail intended to help activate the street and provide neighborhood services.

A number of parcels remain under-utilized and are increasingly positioned for redevelopment due to market conditions and other factors. It is therefore important to refine, as necessary, the tools under the 1992 OTN SAP, the 1994 Urban Design Guidelines and the Urban Overlay District, to help guide redevelopment opportunities in a manner that is consistent with the community's updated vision for the area.



1.3 USE OF OLD TOWN NORTH DESIGN STANDARDS AND GUIDELINES

The Urban Design Standards and Guidelines supplement the OTN SAP and all applicable City codes, ordinances, and existing City Plans and Policies such as the Complete Streets Design Guidelines, Green Building Policy, Landscape Guidelines, etc. Standards require a higher level of review and the expectation is that development projects will be required to comply with these Standards. Development is encouraged to incorporate the Guidelines to the extent possible.

The Standards and Guidelines described herein are applicable to new development as well as existing buildings that require a Development Site Plan (DSP) or Development Special Use Permit (DSUP). Redevelopment of existing buildings where the existing building mass is not being revised should comply with these Design Standards and Guidelines to the extent feasible.

The Design Standards and Guidelines acknowledge that each site/building will need to be evaluated on its context and that modifications may be necessary to achieve the intent of this document. Any modification to the Standards contained herein will be evaluated and determined through the development review process. Buildings within the Old and Historic District (OHAD) are subject to the Board of Architectural Review (BAR) standards. Streetscapes within the OHAD will be subject to the applicable provisions of these Design Standards and Guidelines.

The Design Standards and Guidelines are intended to be utilized by development, design professionals, and businesses in Old Town North who may submit proposals for redevelopment. Others such as the community, City staff, the Urban Design Advisory Committee, the Planning Commission and the City Council will also utilize these Design Standards and Guidelines as they assess proposals in the Old Town North area.

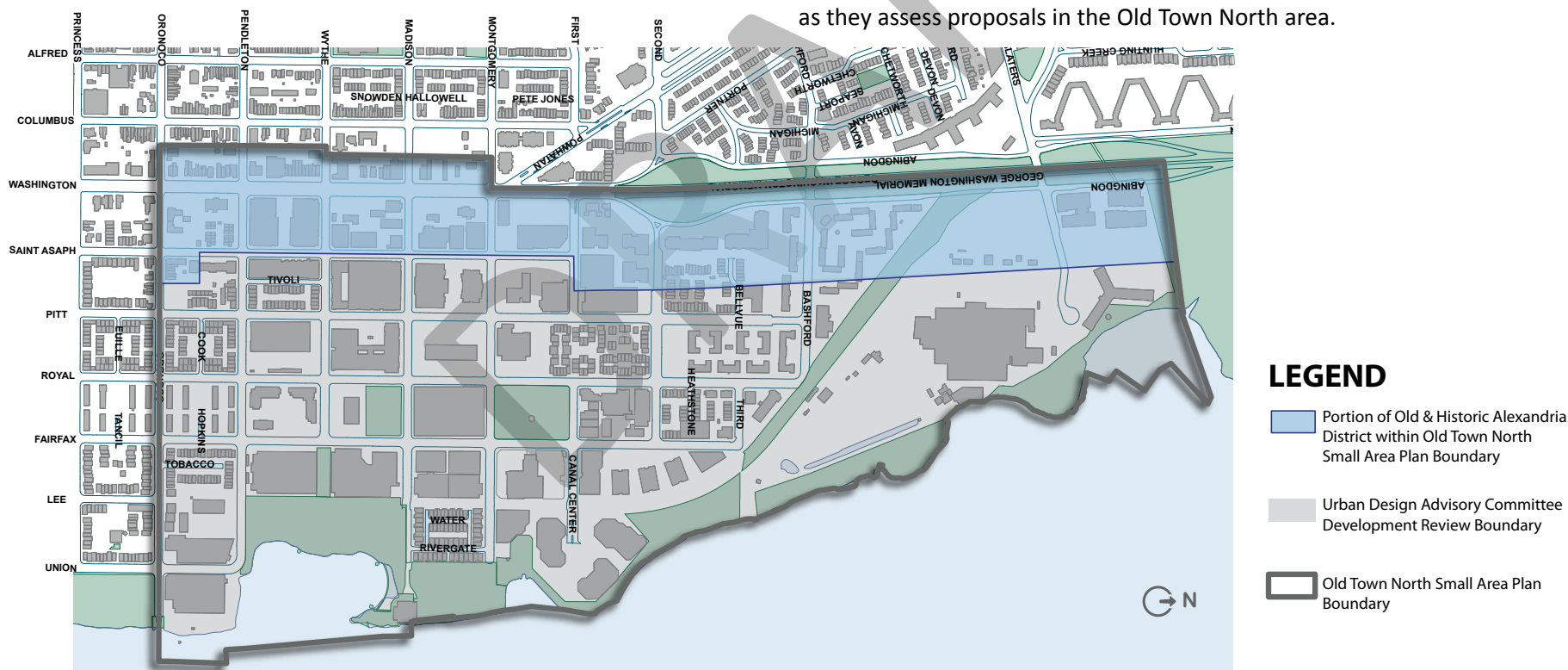


Figure 1.01 - Old & Historic Alexandria District in Old Town North

1.4 REVIEW RESPONSIBILITY

A portion of the plan area, namely, the blocks including and adjacent to Washington Street, are also within the boundaries of the locally regulated Old and Historic Alexandria District (OHAD), a historic overlay district subject to regulation and review by the City's OHAD Board of Architectural Review (BAR).

The Urban Design Advisory Committee (UDAC) has been established as an advisory group to city Staff. It has urban design advisory review responsibility for the portion of Old Town North not within the OHAD boundaries. While the OTN Design Standards and Guidelines are not applicable to the OHAD, the Design Standards and Guidelines for the streetscape and public realm will apply to the entire plan area.

Figure 1.01 reflects the plan area and, within it, the geographic areas in Old Town North for which BAR and UDAC have been designated respective review responsibilities. It should be noted that when a building is located both partially inside and outside OHAD, BAR's review will govern.

It should also be noted that the OHAD historic overlay includes, in addition to the portion of Old Town North as reflected in Figure 1.01, the area extending throughout most of the Old Town area located directly south of Old Town North and north along the George Washington Memorial Parkway (GWMP).

A. Urban Design Advisory Committee

The Design Standards and Guidelines outlined within this document are intended to facilitate the Urban Design Advisory Committee's (UDAC) review of properties which fall within its geographically designated review area as shown in Figure 1.01. UDAC is advisory to City staff to ensure compliance with the Design Standards and Guidelines. For DSPs and DSUPs, UDAC will provide a written recommendation to the Director of the Planning Department. The Department of Planning and Zoning, the Planning Commission and the City Council will give consideration to the recommendations of UDAC on urban design aspects of public and private development applications.



Abingdon Row



Rivergate Townhouses



Harris Teeter/The Kingsley



Snaldero Kitchen+Design - Printers Row

B. Old and Historic Alexandria District Board of Architectural Review

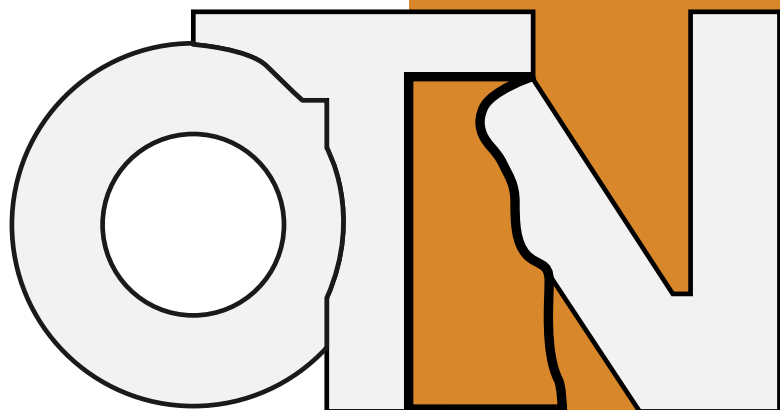
The Old and Historic Alexandria District (OHAD) is a historic overlay district created in 1946 subject to review and regulation by the OHAD Board of Architectural Review (BAR). Chapter 10 of the City's Zoning Ordinance outlines responsibilities, procedures and regulations to be followed by the BAR in reviewing properties located within OHAD as shown in Figure 1.01. Under Chapter 10, the BAR must approve, through issuance of a Certificate of Appropriateness, all additions, new construction, and exterior alterations, such as, but not limited to, paving, lighting and signage, within OHAD. In addition, Chapter 10 further stipulates that any permit to fully demolish or to partially demolish a building in OHAD by removing 25 square feet total of exterior wall, roof or surface of a building must be approved by the BAR, regardless of visibility.

Also in Chapter 10 of the City's Zoning Ordinance, the BAR must apply the Washington Street Standards, and the related Washington Street Design Guidelines, to determine appropriateness of new construction on Washington Street, as the George Washington Memorial Parkway (GWMP) is named in the City. In 1929 an agreement between the City of Alexandria and the federal government was made to protect "the memorial character" of the George Washington Memorial Parkway by regulating development, signs, traffic and any other elements that could potentially detract from fostering commemoration of George Washington on this ceremonial route. That important agreement was followed by the creation of the OHAD in 1946, in part, to regulate development on Washington Street and ensure compatibility of new construction with the historic buildings. Later, it was determined that specific design responses were necessary for Washington Street, and in 1999, the Washington Street Standards were adopted as part of Chapter 10 of the Zoning Ordinance. The entirety of this prominent street must be considered in reviewing applications for Certificates of Appropriateness for parcels in this area of OHAD. Additionally, as a result of the 1929 agreement, and the resulting Washington Street Standards and Guidelines, the U.S. National Park Service plays an advisory role in the review of all applications for Certificates of Appropriateness on Washington Street.



2

URBAN DESIGN SUBAREAS



CHAPTER 2: URBAN DESIGN SUBAREAS

The plan area is divided into five Urban Design Subareas (Subareas) to reflect the varying uses, characteristics, and forms of the neighborhood. The Subareas are intended to complement each other through appropriate transitions and connections to facilitate the physical and visual cohesiveness of the community's urban fabric and experience. It should be noted that the Subarea categories refer to general characteristics. For example, the Predominantly Residential Subarea will also have some mixed-use elements and the Mixed-Use Innovation District Subarea will also contain residential uses. These Subareas are described in the following sections of this chapter.

Subarea 1 - Washington Street Gateway

Subarea 2 - Predominantly Residential

Subarea 3 - Waterfront

Subarea 4 - Mixed Use

Subarea 5 - Mixed Use/Innovation District

In addition to the five Urban Design Subareas, the standards implement the Retail Focus Areas and includes the designation of an Art Corridor within the neighborhood.

1. **Retail Focus Areas and Corridors:** Focuses required and optional retail in concentrated strategic corridors.
2. **North Fairfax Street Arts Corridor:** Creates an area where creativity can be showcased and celebrated through artistic elements within buildings, cultural facilities, ground floor uses, open spaces and programming.

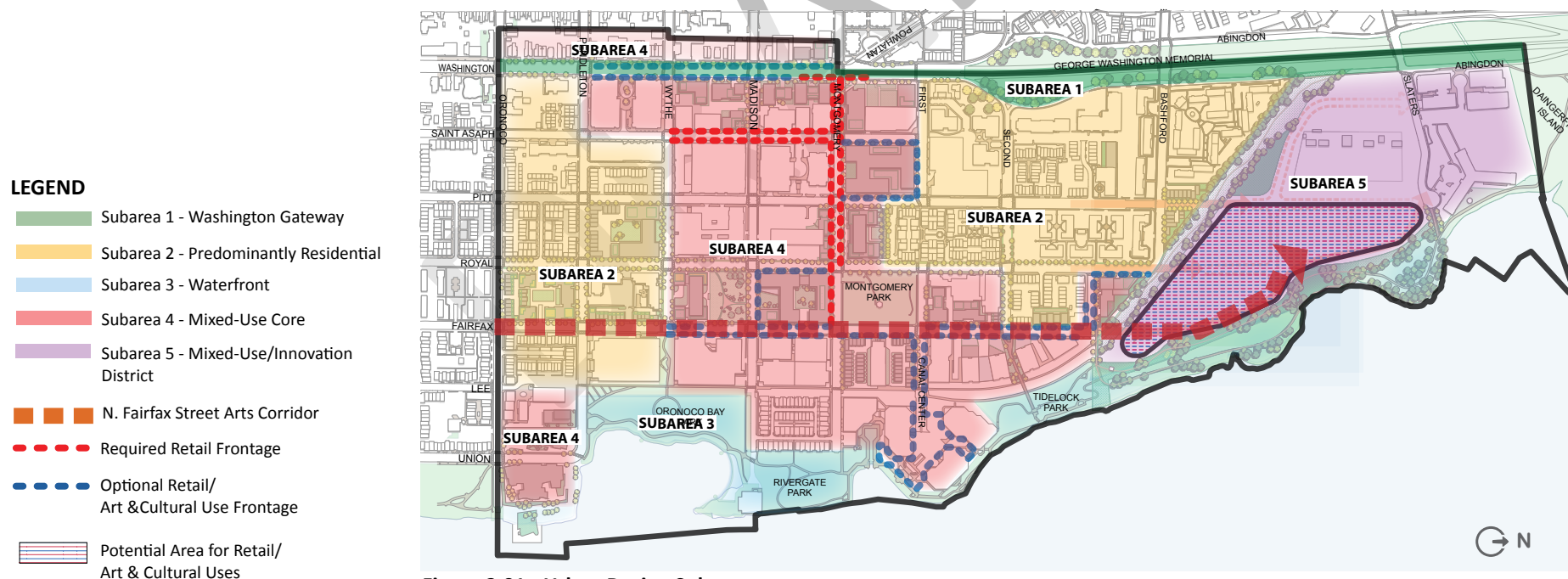


Figure 2.01 - Urban Design Subareas

2.1 SUBAREA 1 - WASHINGTON STREET GATEWAY

All of Washington Street and the adjacent parcels are located within the OHAD and are subject to review by the OHAD BAR (see Section 1.4). North Washington Street is where the GWMP transitions from a pastoral setting to an urban setting, particularly south of the former Memorial Circle. While the Circle itself was removed, the general form remains with the curvature of East and West Abingdon drives. Washington Street includes a broad range of buildings and architectural styles.

The streetscape on Washington Street is essential for protecting the memorial character of the GWMP and unifying this important street and gateway within Old Town and with the entire City. Therefore these standards recommend that the Circle be reinforced by the planting of trees to recall the characteristics of the original Memorial Circle. The Design Standards and Guidelines provide specific recommendations for streetscape improvements that will be applied to Washington Street as a whole.



The Mill - Alexandria, VA

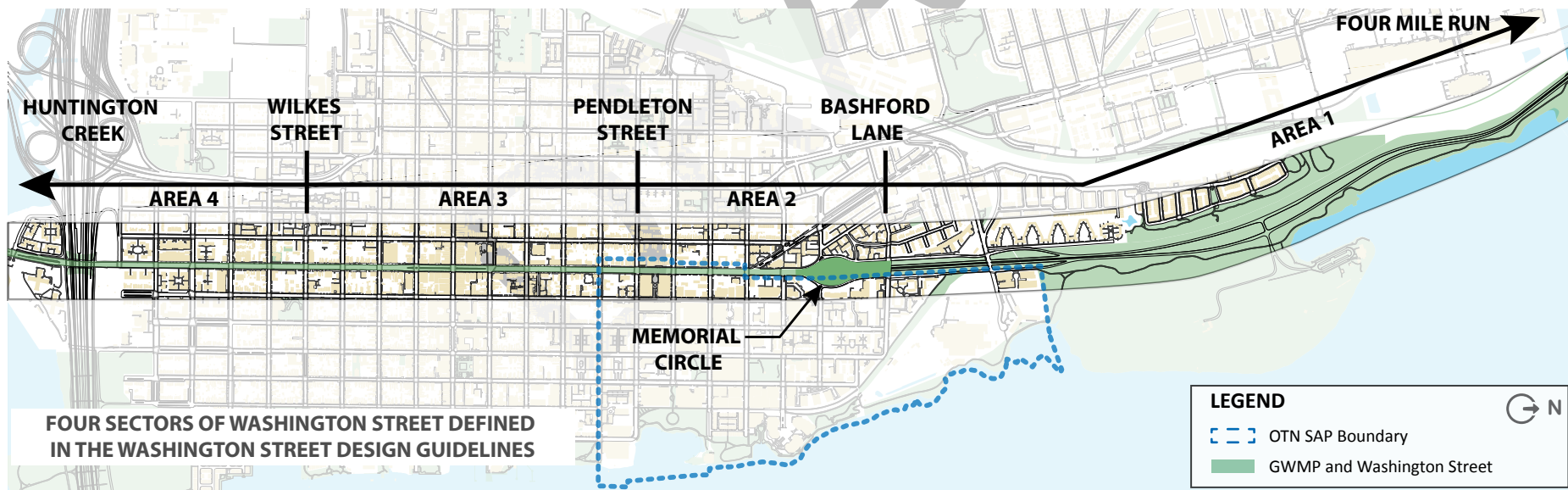


Figure 2.02 - Washington Street Sectors

Principles:

1. Enhance Washington Street streetscape through the implementation of the streetscape standards and guidelines outlined herein which are designed to celebrate and reflect the historical significance of the street and its prominence as one of Alexandria's major gateways.
2. Provide landscaping and trees, upon the approval of the National Park Service (NPS), to reinforce the Memorial Circle and gateway entrance to the City. Any improvements will require approval of NPS.
3. Maximize the tree canopy and landscaping along Washington Street to provide an inviting, attractive, visually interesting, and comfortable pedestrian environment.
4. Improve east/west street connections including crosswalks, sidewalk materials, and lighting to enhance the walkability and safety between Old Town North, adjacent communities and to Braddock Metro and Potomac Yard Metro.
5. Reflect the prominent character of Washington street through building design, orientation, massing, fenestration, materials, etc. A high level of design review will continue to take place through the applicability of BAR and Washington Street Standards and Guidelines.
6. Increase visual cohesiveness on Washington Street by locating curb cuts on side streets unless otherwise infeasible.



Powhatan & N. Washington Street - Alexandria, VA



N. Washington Street - Alexandria, VA



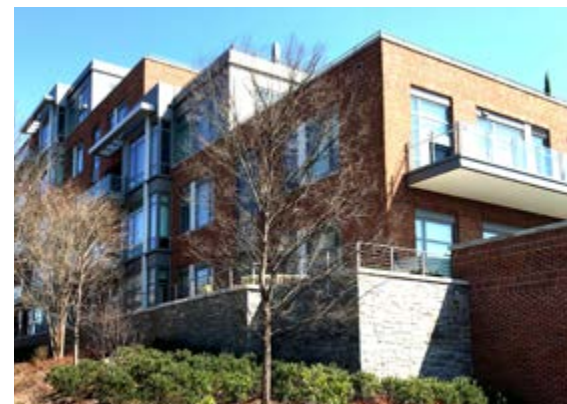
GWMP Memorial Circle - Alexandria, VA

2.2 SUBAREA 2 - PREDOMINANTLY RESIDENTIAL

The Predominantly Residential Subarea applies to two locations in Old Town North as shown on Figure 2.01. There are varying types and scales of residential developments in Old Town North including townhouses, garden apartments and larger scale multi-family buildings. While the centrally positioned portion of Subarea 2 includes some commercial uses, it is still predominantly residential in character.

Principles:

1. Utilize building heights that respect the surrounding context and scale.
2. Promote residential building designs that convey residential character through architectural elements on street frontages, ensuring that buildings are oriented to the street.
3. Create attractive and active frontages by providing landscaping, stoops and similar elements in residential buildings with ground floor units .
4. Create contextual transitions between less intense residential uses and adjacent higher intensity developments by identifying incorporating height variety and transitions, landscape buffers, and other similar means identified in the following Chapters.
5. Provide a combination of private and public open spaces as part of new developments that are visible and clearly accessible from the street.
6. Integrate new commercial uses, where permitted, in a compatible manner with the adjoining buildings and uses.



The Oronoco Condominiums



Harbor Terrace Condominiums



Canal Place Condominiums

2.3 SUBAREA 3 - WATERFRONT

The Waterfront is one of the City's, and Old Town North's, greatest assets and is a second gateway to the community. Consideration should be given to the design and scale of new buildings and improvements to existing buildings on the Waterfront, from the neighborhood as well as the water. Attention should also be given to the design of new public spaces and to the improvement of existing public spaces along the Waterfront and to maintaining and expanding opportunities for public access and open vistas to and from the water.

Principles

1. Promote building design along the Waterfront that reflects the character of Old Town North and the City's Waterfront heritage.
2. Provide building frontages on all publicly visible sides. Backs of buildings or rear yards will not face the water.
3. Employ the City's approved Waterfront Plan Schematic Design and the Waterfront Common Elements for design improvements and connectivity of existing Waterfront open spaces.
4. Provide spaces to accommodate varied recreational (passive and active) uses as recommended under the City's approved Waterfront Plan Schematic Design in Waterfront Parks. Implementation of such uses in appropriate sections of new open spaces should be pursued to maximize opportunities for engagement between the public and the Waterfront and to provide opportunities for public access and enjoyment overall.
5. Explore opportunities to incorporate a marina(s) in Old Town North for expanded water based transit on the Potomac River where feasible, giving attention to environmental standards and public access as part of the design.
6. Coordinate dredging resources to support possible water-based taxis and other vessels that might utilize a possible Old Town North marina and boating activities.
7. Explore opportunities to expand the area's tree canopy to add shade along the Waterfront but with careful attention not to block views to or from the water.
8. Improve Old Town North east-west streets to serve as windows to the Waterfront, and to water views, by providing appropriate landscaping, tree canopies, lighting and other streetscape improvements. In particular, street ends should terminate at landscaped gardens and plazas as described in the City's 2014 Waterfront Plan Schematic Design and the Waterfront Common Elements.



Tide Lock Park



Rivergate Park



Oronoco Bay Park

9. Pursue the design of a trail extension along the east side of Daingerfield Island as part of a future Daingerfield Island Master Plan process while remaining consistent with recommendation 3.105 (page 83) in the City's approved Waterfront Plan.
10. Incorporate historical interpretation to the extent possible in all public spaces, recognizing that Old Town North's history and development has been intimately connected with the Waterfront.

Waterfront Plan

The Plan is an overlay to the Old Town North Small Area Plan. It is a blueprint for revitalizing Alexandria's Waterfront into a world class destination through incorporation of Alexandria's historic beginning as an international port; opportunities for expanded and enhanced open spaces; improved public access and connectivity along the Waterfront; art and cultural enhancements; development of the remaining private redevelopment sites; improvements to the City marina and flood mitigation solutions.

The Waterfront plan area extends from Wolfe Street in the south to Tidelock Park in the north, between the River to the east and Union and Fairfax Streets to the west. It incorporates a number of existing Waterfront parks in the Old Town North area, including Oronoco Bay Park, Wythe Street Plaza, Rivergate Park and Tidelock Park. There are opportunities for open space expansion and enhancements along the Waterfront north of Tide Lock Park to the northern end of the Old Town North plan boundary.



Diagram - Oronoco Bay Park, OLIN Design



Diagram - Rivergate Park + Southern portion of Tidelock Park, OLIN Design



Diagram - Oronoco Bay Park, OLIN Design



Diagram - Rivergate Park + Southern portion of Tidelock Park, OLIN Design

2.4 SUBAREA 4 - MIXED-USE CORE

This area has a mix of uses and a mix of building types extending from Washington Street in the west to the Waterfront in the east. This Subarea includes the majority of the office and retail uses that are critical to generate the daytime and nighttime population essential to keeping Old Town North active, vibrant and enjoyable, and to attract and retain office uses.

Principles:

1. Provide improved street access, with prominent and welcoming entries, through the implementation of streetscape and sidewalk standards as described in Chapter 5 and Appendix I.
2. Integrate new buildings with their surroundings in terms of massing and scale to allow for a more cohesive relationship among buildings and the street frontage.
3. Utilize appropriate building height and scale transitions, particularly when adjacent to lower scale developments in neighboring Residential Subareas.
4. Implement the Retail Focus Areas identified in the OTN SAP. See section 2.6 Retail Focus Areas and Corridors.



2.5 SUBAREA 5 - MIXED USE/INNOVATION DISTRICT

This northern subarea is primarily comprised of a 25 acre industrial site in addition to the two parcels north of Slaters Lane. The industrial site is subdivided into two lots. A substation occupies approximately 5 acres on the western portion of the site, and the former power plant occupies approximately 20 acres.

This area is envisioned as an Innovation District where the redevelopment of the former power plant site will be a mixed-use development, building on a key goal of a balanced mixed-use neighborhood for Old Town North as stated under the OTN SAP. The OTN SAP recommends innovation uses for the site which could serve as an economic anchor that can attract creative entrepreneurial and commercial activities within a mixed-use environment of housing, retail, and neighborhood amenities.

The framework elements of Figures 2.03 and 2.04, will be implemented as part of the redevelopment of the site. However, the Design Standards and Guidelines acknowledges the conceptual level of planning that has occurred for the former power plant site. Therefore, the application of additional Old Town North Design Standards and Guidelines, other than the ones depicted in Figures 2.03 and 2.04 will be determined as part of the development review process for the site(s).

Principles:

1. Improve connectivity to, from and within the site by extending the existing street as depicted in Figure 2.03. The extension of the streets will establish urban scale blocks for the site.
2. Figure 2.03 depicts extension of the public right-of-way including pedestrian and/or bicycle connections for the redevelopment of the power plant site and adjoining substation site. The framework streets, **depicted in solid orange**, will be required to be constructed as part of the redevelopment of these sites. The final design and configuration of the secondary/internal streets, **depicted in dashed orange**, will be located based on the block size standards, street cross-sections and other applicable standards.
3. Extension of Royal Street extension as a pedestrian/bicycle only connection may be considered as part of the development review process.
4. Create an east-west linear rail/trail park with active recreational uses, within the rail corridor, and connect the rail/trail park to the Mount Vernon trail.
5. Increase the tree canopy on the southern side of the rail/trail park so that area can serve as a buffer between the anticipated new active recreational uses and the existing residential uses immediately to the south.
6. Provide a 1 to 2 acre public park on the south west portion of the former power plant site, as shown in Figure 2.04, where active recreational uses are encouraged.
7. Retain portions of the rail tracks along the linear rail/trail for historic interpretation.



8. Provide appropriate setbacks on the western edge of the site on East Abingdon Drive to maintain the green and landscaped character of the parkway.
9. Expand Mount Vernon Trail access, improve the safety of users of the trail, and enhance the streetscape and landscape screenings (See Section AB-01 in Appendix I). Encourage the extension of such improvements along East Abingdon to the immediate south and north of the site as such improvements may be feasible.
10. Expand the Waterfront public open space by 2 to 4 acres into the former power plant site as shown in Figure 2.04.
11. Create a network of private and public open spaces within the site in addition to the Waterfront and recreational public open space.
12. Identify retail focus areas on the site as appropriate as part of the Coordinated Development District (CDD) concept plan approval(s) review process.
13. Explore the retention of some of the existing industrial elements of the site such as the existing smoke-stacks and/or tanks, or comparable features, on the site or as interpretive elements within the architecture of proposed new buildings and/or structures.
14. Establish minimum buildings heights, as part of the CDD concept plan approval(s), to ensure a variety of heights and building types.
15. Provide a significant variety of building heights with consideration to views from the Potomac River and the neighborhood. See Figures 2.05 and 2.06.
16. Prioritize environmental sustainability in building and infrastructure design consistent with the goals and recommendations in the OTN SAP.
17. Expand the tree canopy throughout the site, consistent with the goals of the OTN SAP.
18. Maintain and enhance view corridors to the Potomac River as depicted in Figure 2.04.
19. Evaluate opportunities to reduce the size of the substation facility during any future design and/or configuration of the existing substation.
20. Provide architectural treatments and landscape screening to integrate the substation facility into the overall site. In addition and to the extent feasible, screening should be considered for the top of the substation.
21. Explore the possibility of water transportation and/or a marina as part of the CDD concept plan approval(s).

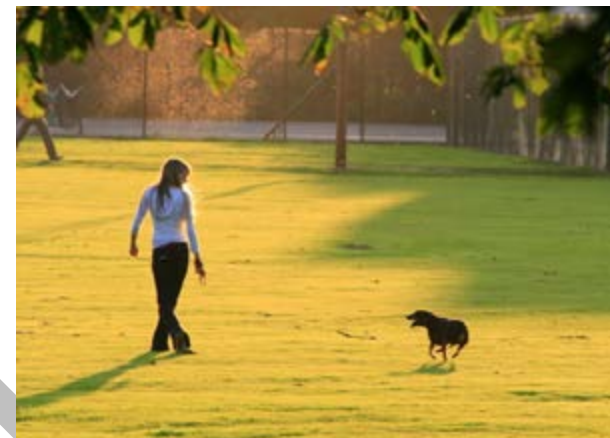
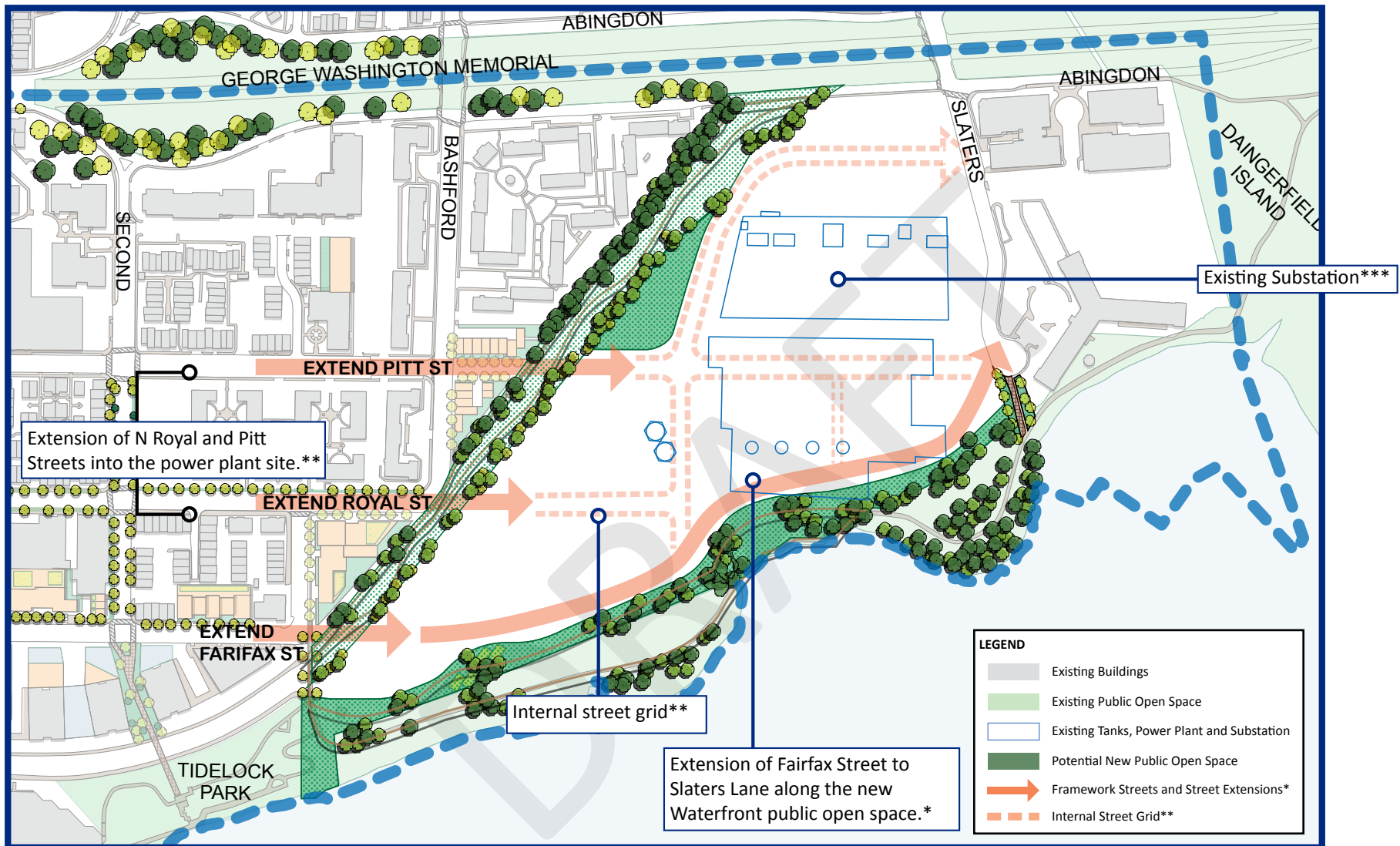


Figure 2.03 - Power Plant Site - Framework Streets and Blocks



Notes:

* Pitt, Royal and Fairfax Streets shall extend into the site. The extension of Fairfax Street to Slaters Lane will be along the new Waterfront public open space as generally depicted on this Illustrative Design. The final shape and character of the streets will be determined as part of the development review process.

** This graphic is for illustrative purposes only. Final configuration of the OTN framework streets, internal street grid, block sizes, open spaces, buildings and building heights will be subject to the OTN SAP, the OTN Design Standards and Guidelines, the Zoning Ordinance as amended, and the development review process.

***Any re-configuration of the existing substation will include all efforts to explore reducing the footprint and architectural and landscape screening

Figure 2.04- Power Plant Site - New Public Open Space

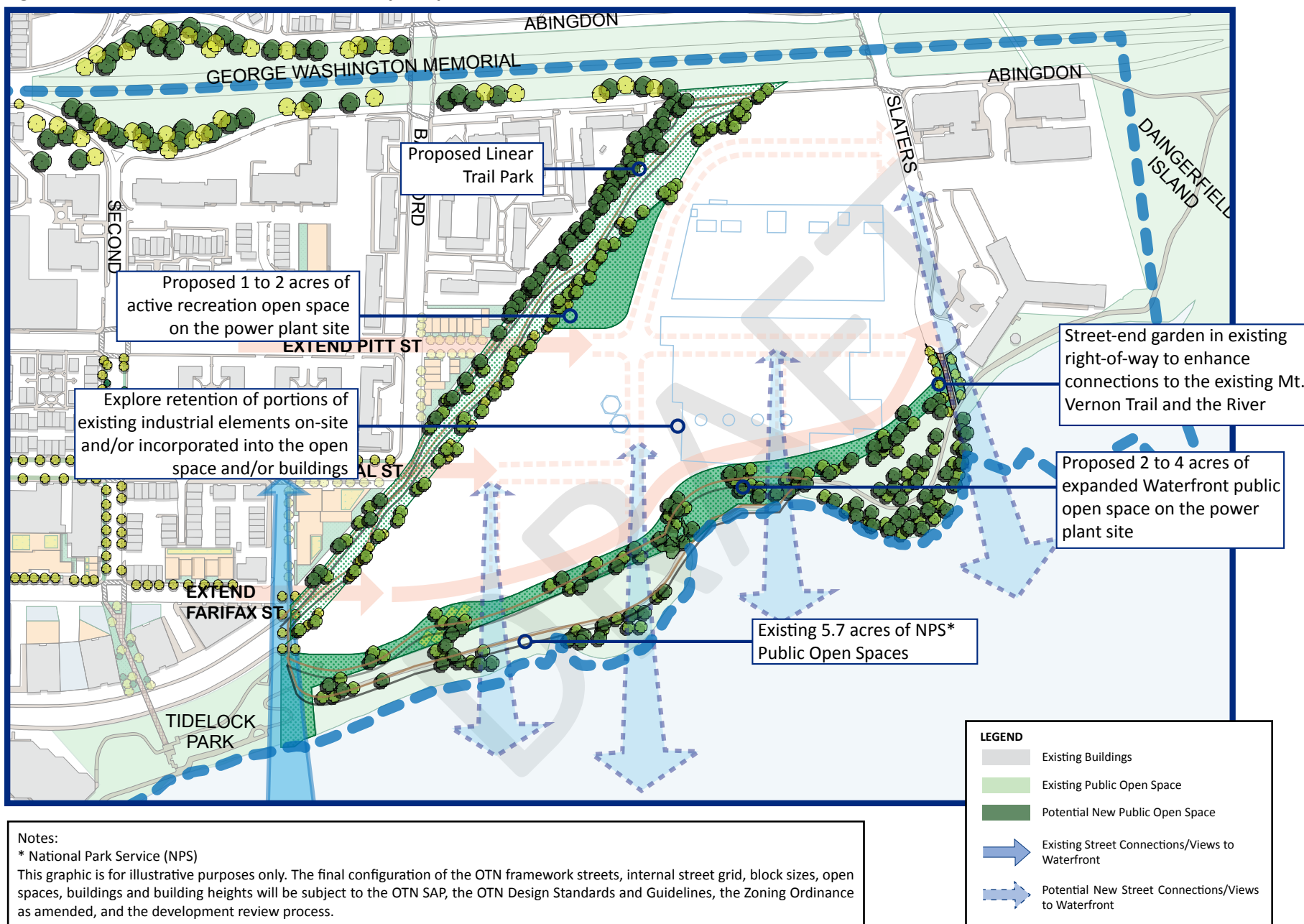
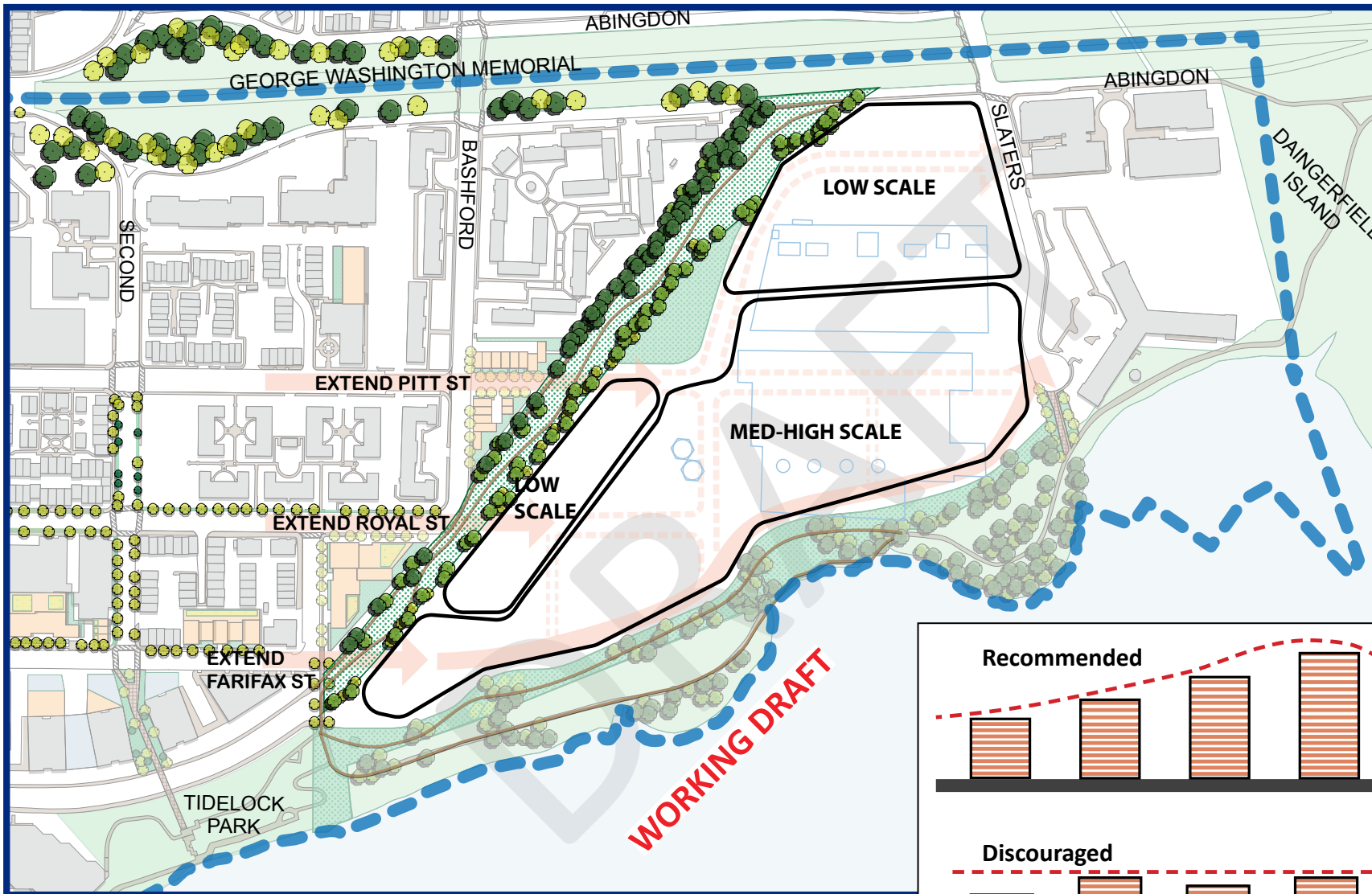


Figure 2.05 - Power Plant Site - Building Scale **WORKING DRAFT**



Notes:

This graphic is for illustrative purposes only. The final configuration of the OTN framework streets, internal street grid, block sizes, open spaces, buildings and building heights will be subject to the OTN SAP, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and the development review process.

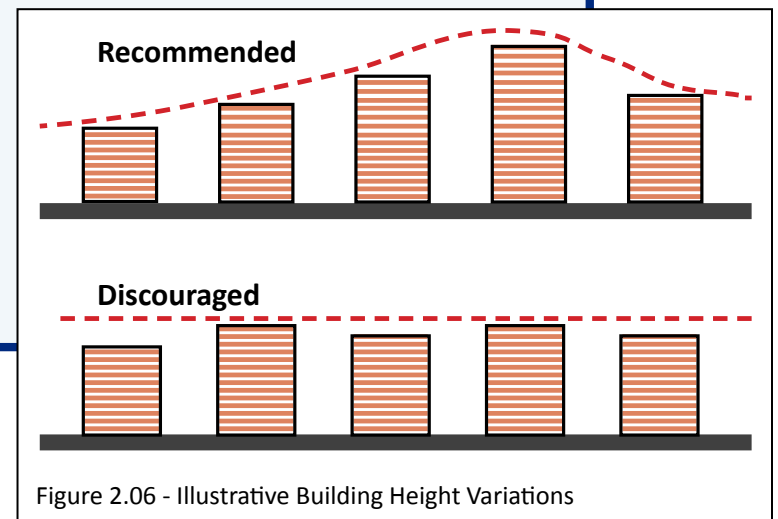


Figure 2.06 - Illustrative Building Height Variations

2.6 RETAIL FOCUS AREAS AND CORRIDORS

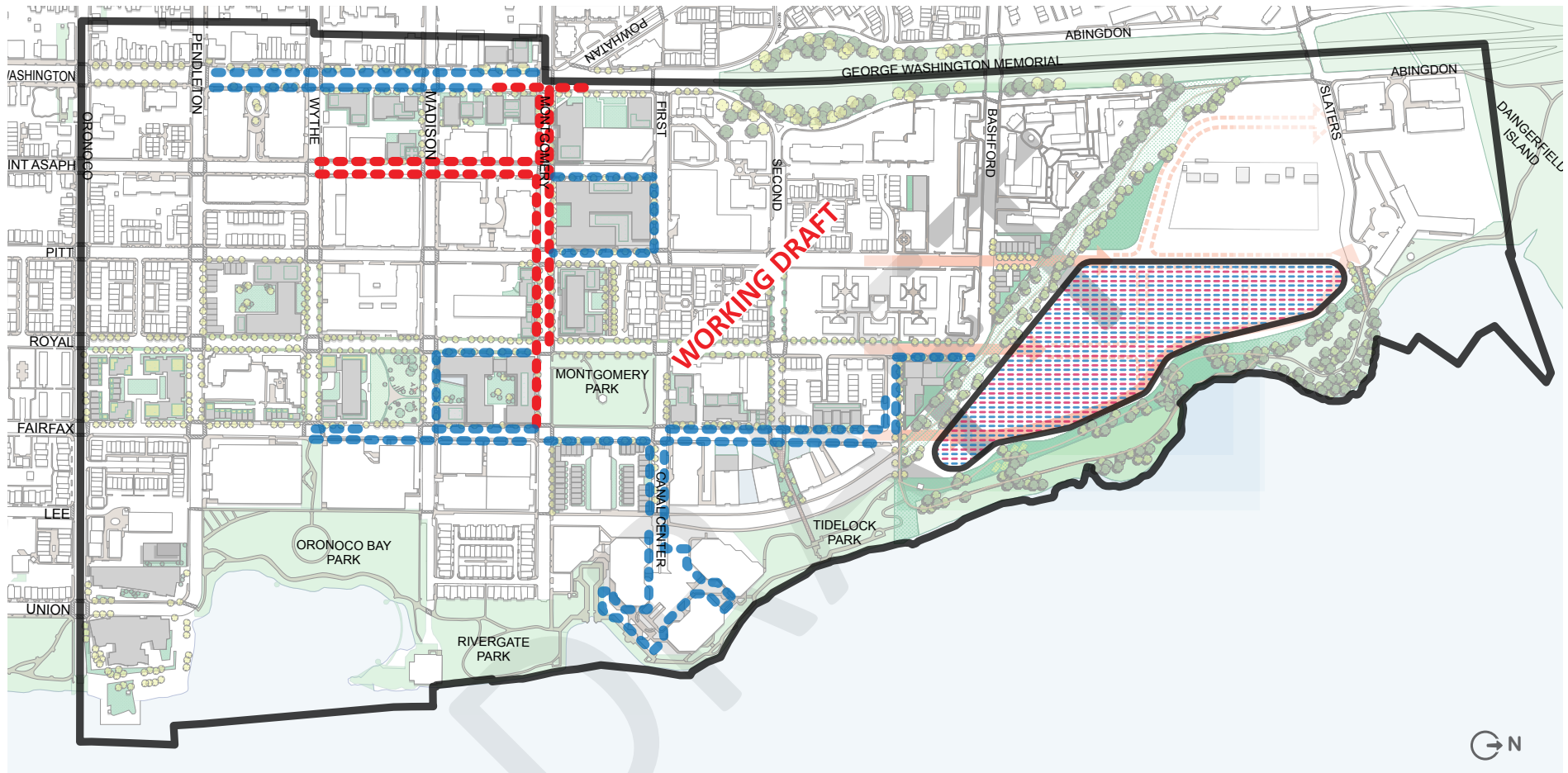
The Retail Focus Areas and Corridors support active street life by concentrating retail to reinforce the viability of existing retail activity and encourage additional retail and other service uses. The OTN SAP emphasizes N. Saint Asaph Street and Montgomery Street as retail corridors (Figure 2.07). Frontages with the retail areas (red dash on Figure 2.07) are required to provide retail, subject to the height and depth requirements herein. The plan also designates optional retail/art/cultural use frontages. New development along these optional frontages will be designed to not preclude retail, arts and cultural uses by complying with the height and depth requirements herein. The provision of retail and/or cultural/art uses within the former power plant site will be determined as part of the development review process for the site.

Principles:

1. Prioritize commercial sidewalk access and maximize sidewalk widths along retail corridors to allow for outdoor dining without disrupting pedestrian pathways, consistent with the street cross sections shown in Figure 5.07 and cross sections in Appendix_.
2. Ground floor spaces will enable active uses along the retail corridors by complying with the appropriate retail requirements in Chapter 4.
3. Create prominent and welcoming entries at rhythmic intervals to maintain visual interest and activity along the retail corridors.
4. Locate curb access for service truck loading and unloading away from Retail Corridors and provide access from alleys or side streets to the extent feasible.
5. Enhance pedestrian experience with streetscape elements such as wider sidewalks, pedestrian scale lighting, and enhanced tree canopy.



Figure 2.07- Retail Focus Areas and Corridors Map

WORKING DRAFT**LEGEND**

- ■ ■ ■ Required Retail Frontage
- ■ ■ ■ Optional Retail/Art & Cultural Use Frontage
- ■ ■ ■ Potential Area for Retail/Art & Cultural Uses

* Note: The potential buildings, open spaces, and roof-top open spaces depicted on this drawing are for illustrative purposes. The final design and configuration of buildings, open spaces and roof-top open spaces will be subject to the OTN SAP Update, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and as part of the development review process.

2.7 NORTH FAIRFAX STREET ARTS CORRIDOR

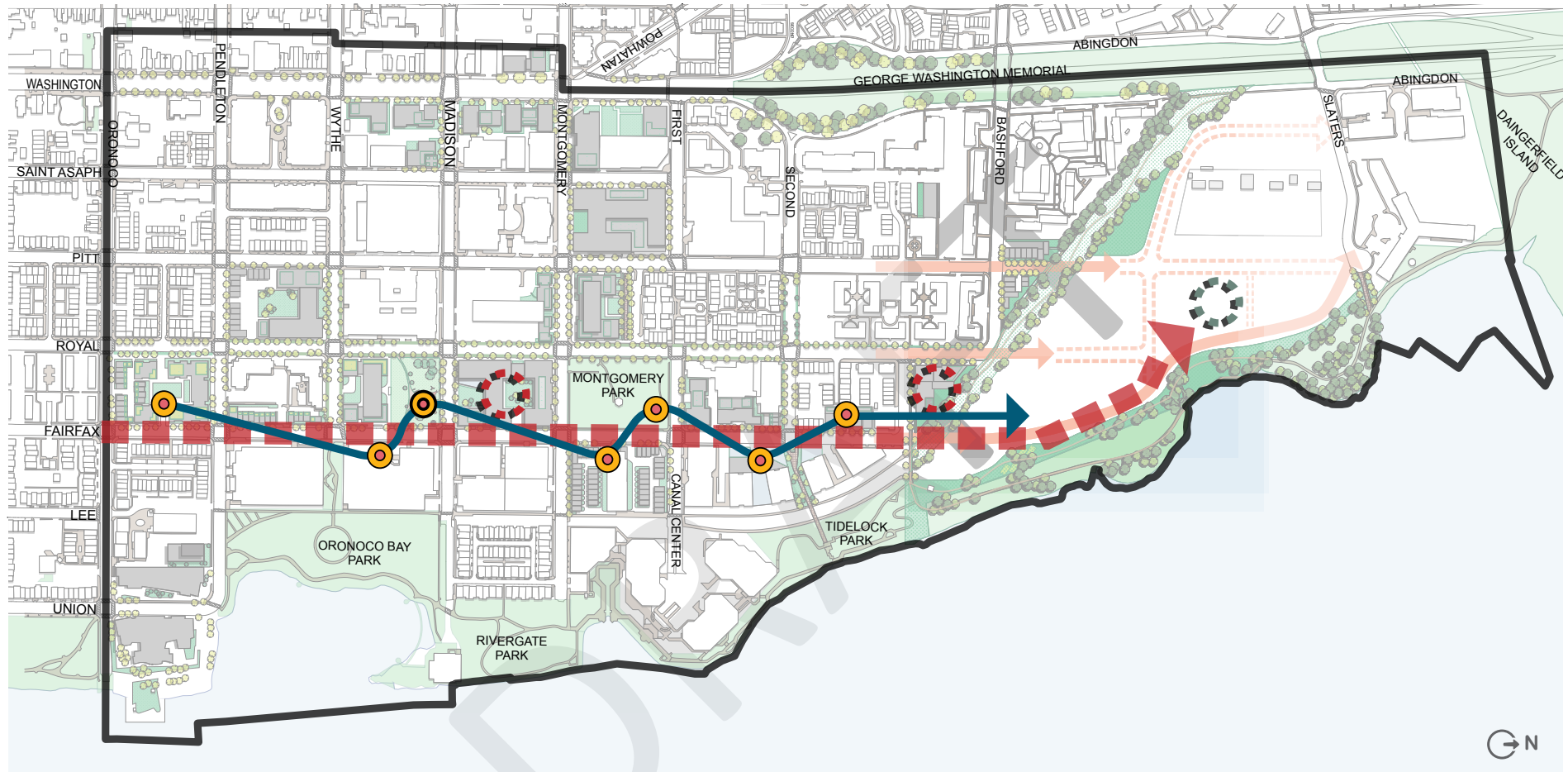
Highlighting the arts is an essential tool in enhancing Old Town North's sense of place by creating a memorable and enjoyable experience for residents and visitors alike. The Arts Corridor, as depicted in Figure 2.08, is where creativity can be showcased and celebrated through artistic elements and pieces within the infrastructure, landscape and buildings, and through cultural facilities, and related programming. In accordance with the City Council approved Arts and Culture Master Plan, public art and related creative uses can be used to enhance the pedestrian experience along N. Fairfax Street by creating an engaging environment that builds a meaningful connection between people, space, and culture.

Principles:

1. Extend the Arts Corridor in tandem with the Fairfax Street extension into the former power plant site to the extent feasible.
2. Art and creative uses should be an integral part of the Mixed Use/Innovation District.
3. Developers and property owners should work with the Office of the Arts to determine opportunities for public art within their property.
4. Create a visual link, through the implementation of public art, between various parks, plazas and arts and cultural facilities.
5. Promote public art that respects the identity of Old Town North and help tell the story of its unique history.
6. Encourage a varied media of art as defined in the Public Art Implementation Plan.
7. Explore ways in which to identify the area as a special place with streetscape improvements such as, but not limited to, special lighting, banners, planting, and art work.
8. Build on the existing theater and art school in Old Town North to create a robust and participatory arts community.



Figure 2.08 - North Fairfax Street Arts Corridor



LEGEND

- — — Arts Corridor
- Potential Location for Public Art
- ▨ Potential Sculpture Garden
- ⊘ Existing Cultural and Arts Institutions
- ⊘ Potential New Creative/Signature Uses

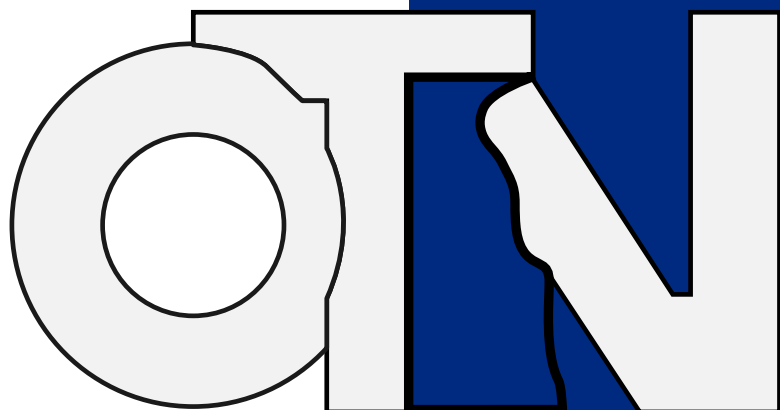
Note: Figure 2.08 is for illustrative purposes only. Locations depicted are suggestive. The final location of art uses and public art will be determined as part of the development review process.

* Note: The potential buildings, open spaces, and roof-top open spaces depicted on this drawing are for illustrative purposes. The final design and configuration of buildings, open spaces and roof-top open spaces will be subject to the OTN SAP Update, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and as part of the development review process.

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3

SITE DESIGN



CHAPTER 3: SITE DESIGN

The character of the urban environment is influenced by site design that is principally established by the quality of buildings and their relationship to the surrounding public spaces and streets. To ensure compatibility between different building scales and uses, height transitions and variations are required. The Site Design Standards and Guidelines also address building placement, orientation, parking, and the location of services and utilities.

3.1 Building Orientation, Frontage and Setbacks (Streetwall)

Building orientation, frontage and setbacks are important components of a building's design and contribute to the public realm and distinctive character of a building. The pattern of buildings facing the street creates a well-defined edge, also known as a "streetwall", that frames the streets and open spaces. A building frontage is the extent to which the building's streetwall responds to the street facing property line and corresponding setbacks.

The streetwall provides a sense of spatial definition that creates a coherent urban environment and reinforces a sense of place while also making for a pleasant, comfortable and safe pedestrian environment. The design, location and quality of the building adjacent to the street – the streetwall – is the portion which is experienced the most by pedestrians and should be the area of the building façade which is given the most attention and the highest quality design and materials.

While maintaining a continual streetwall is important, it is also important to avoid a monolithic façade without relief. Therefore, some of the frontages should have building breaks, front yards, setbacks, and courtyards to create a variety of landscaping and building forms that provide visual variety to pedestrians and motorists, while also maintaining the cohesiveness of the block and street form.

Orientation, Frontage and Setback Standards:

1. Buildings shall be sited parallel to the street. Irregular spacing between buildings shall be avoided or minimized at the setback line, except in cases where variation is needed for gateway elements as required. In general, buildings shall include as much frontage as possible.
2. Mews units may be considered as part of the development review process, if the remainder of the units for each of the block frontages (e.g. Printers Row) front onto the adjoining street-public right-of-way or the ground floor use for each frontage is a commercial use.



Guidelines:

1. 20-25% of the total street frontage for residential, office, and hotel buildings should be setback 2-10 feet from the property line, excluding courtyards (as shown in Figure 3.02a).
2. Where courtyards are provided, total building setbacks including the courtyard should not exceed 35% of the total street frontage (as shown in Figure 3.02b). The depth of the courtyard shall be determined as part of the development review process.
3. Where ground floor retail, art and/or cultural spaces are located, building setbacks should be a maximum of 15% of the total street frontage.
4. Architectural elements and entrances should be used to provide visual interest, enliven the streetscape for the pedestrian, and promote streetscape activity.
5. The streetwall height should generally be a minimum of 30 feet as shown in Figure 3.01 and Figure 3.03a.
6. Building setbacks above the streetwall (as depicted in Figure 3.03b) are encouraged where retail and/or art uses are provided on the ground floor.

Figure 3.01 - Streetwall Configuration

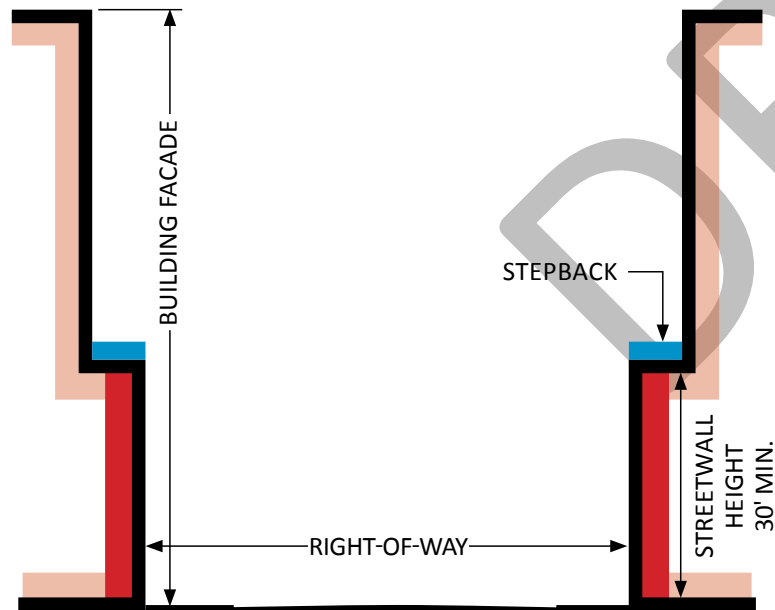


Figure 3.02 - Building Frontage Diagrams

Figure 3.02a - Building Setbacks

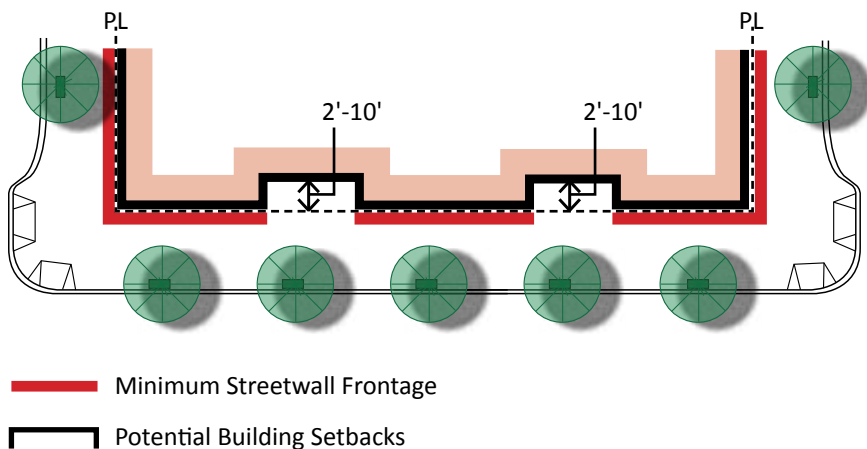


Figure 3.02b - Building Courtyard

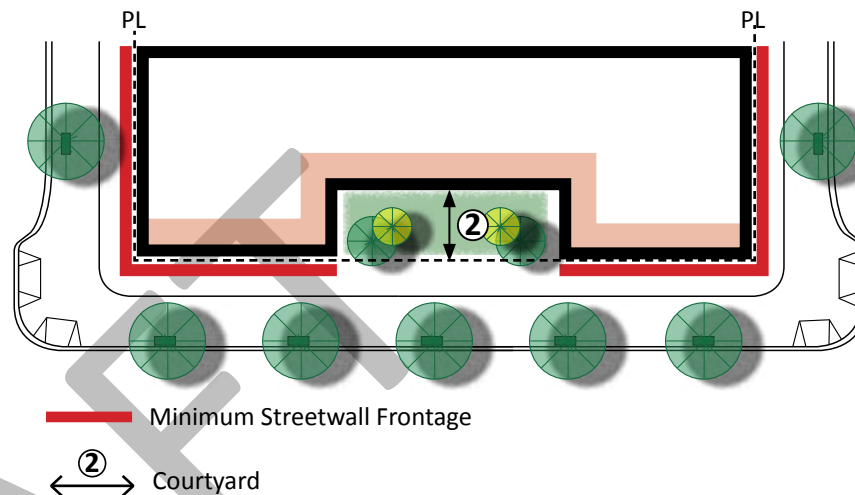


Figure 3.03 - Streetwall Diagrams

Figure 3.03a - Streetwall Height

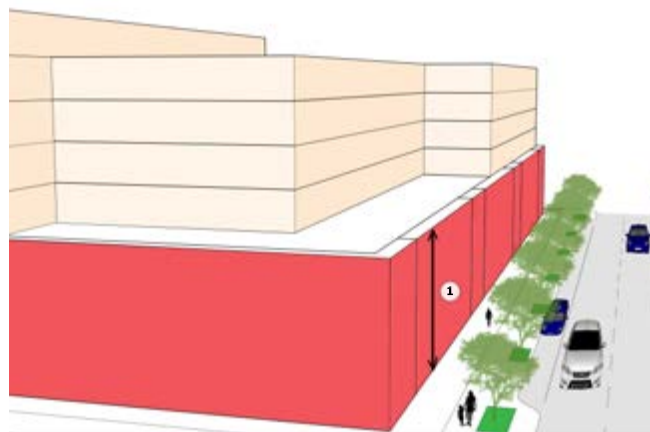
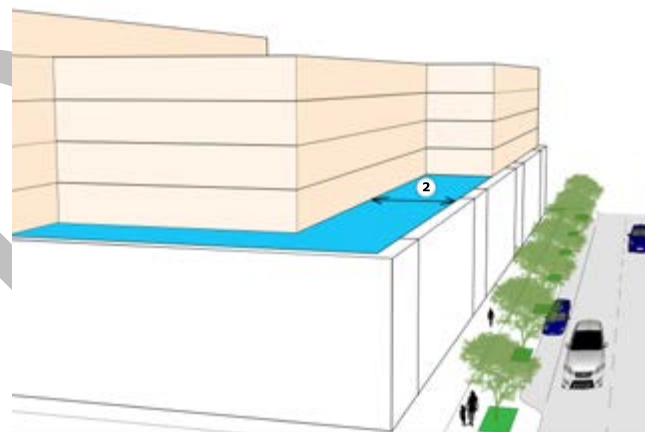


Figure 3.03b - Stepback above Streetwall



Note: Figures 3.01-3.03 are provided for illustrative purposes only. The final configuration of the streetwall, setbacks and courtyards required will be determined as part of the development review process.

3.2 Building Heights - Transitions

To ensure appropriate massing and scale between new and existing developments, the Design Standards and Guidelines require appropriate building height transitions where buildings either step down in height and/or provide courtyards, building setbacks, stepbacks, building shoulders, and/or landscaping is provided to buffer new developments and adjoining lower height properties in the areas depicted in Figure 3.05. The appropriate transition approach will be approved as part of the development review process, based on the context of the site.

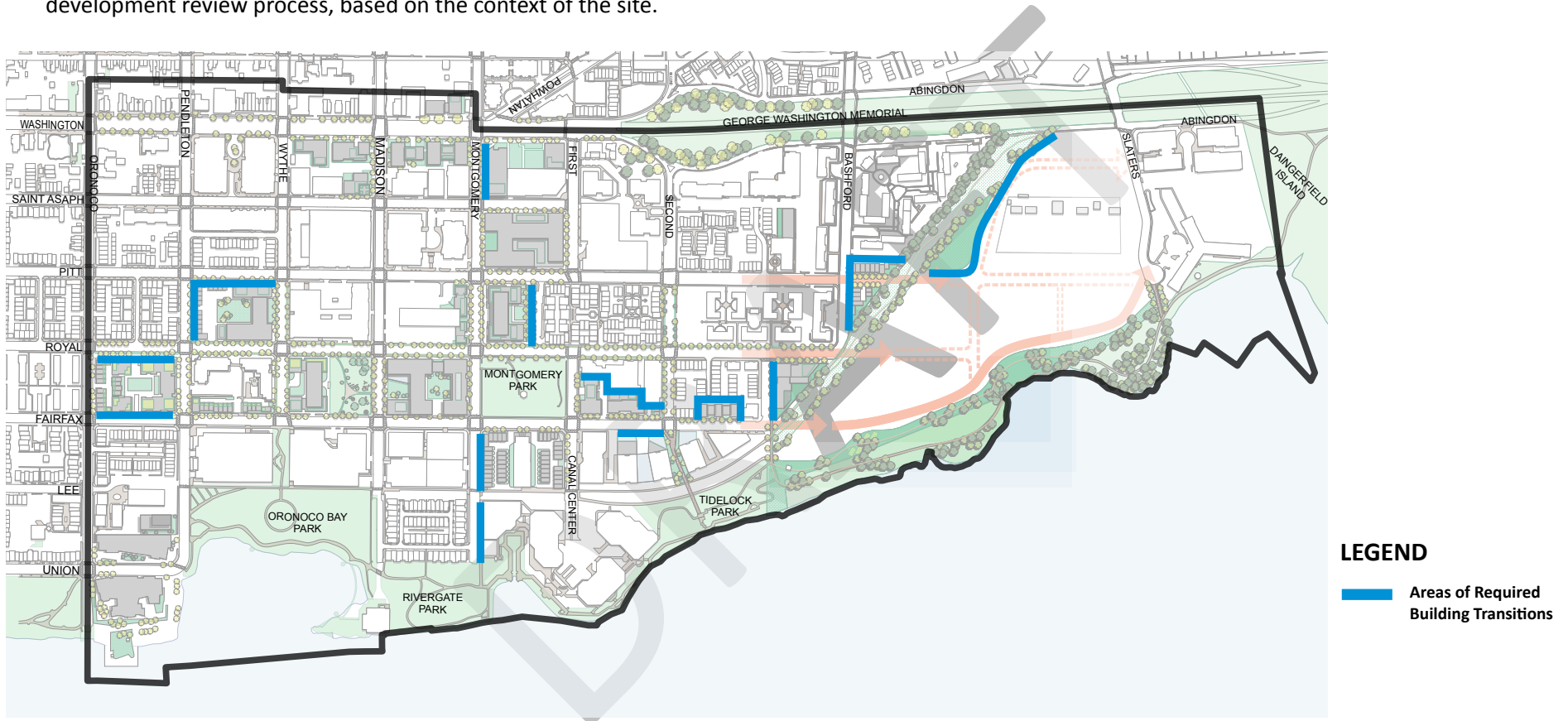


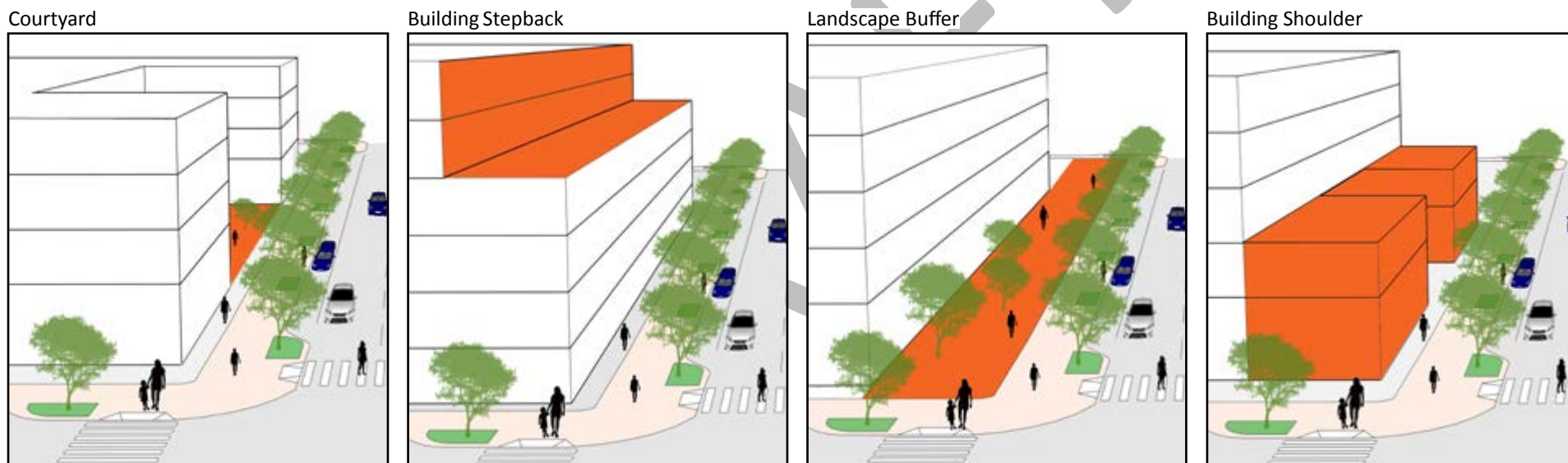
Figure 3.04: Building Heights Transition Zones

* Note: The potential buildings, open spaces, and roof-top open spaces depicted on this drawing are for illustrative purposes. The final design and configuration of buildings, open spaces and roof-top open spaces will be subject to the OTN SAP Update, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and as part of the development review process.

Transition Standards:

1. Building heights and height transitions shall be required at the locations shown on Figure 3.04.
2. Buildings adjacent to the required building transition areas shall utilize approaches such as building setbacks, stepbacks, building shoulders, landscape buffers and/or courtyards, but not limited to those depicted in Figure 3.05.
3. Transitions may be required at other locations for the redevelopment sites if deemed necessary as part of the development review process. The depth and configuration of the required building transition will be determined as part of the development review process based on the context of each site.

Figure 3.05: Transition Approaches

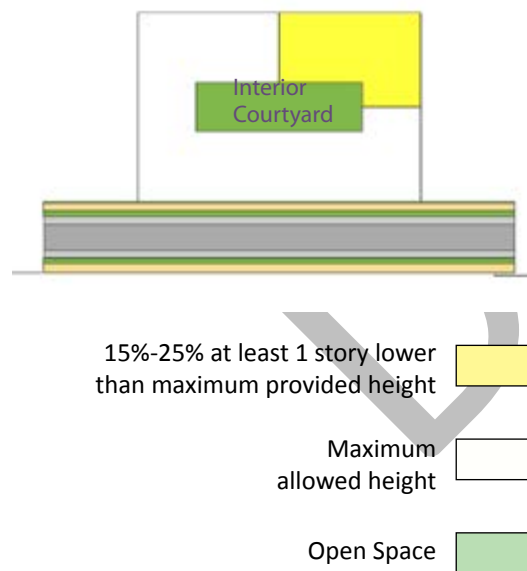


3.3 Building Heights - Variety

Each new townhouse, multi-family, office and hotel building will provide variety of heights. The intent of this provision is to ensure a significant variety of height for each new building and to enable more dynamic urban and architectural forms.

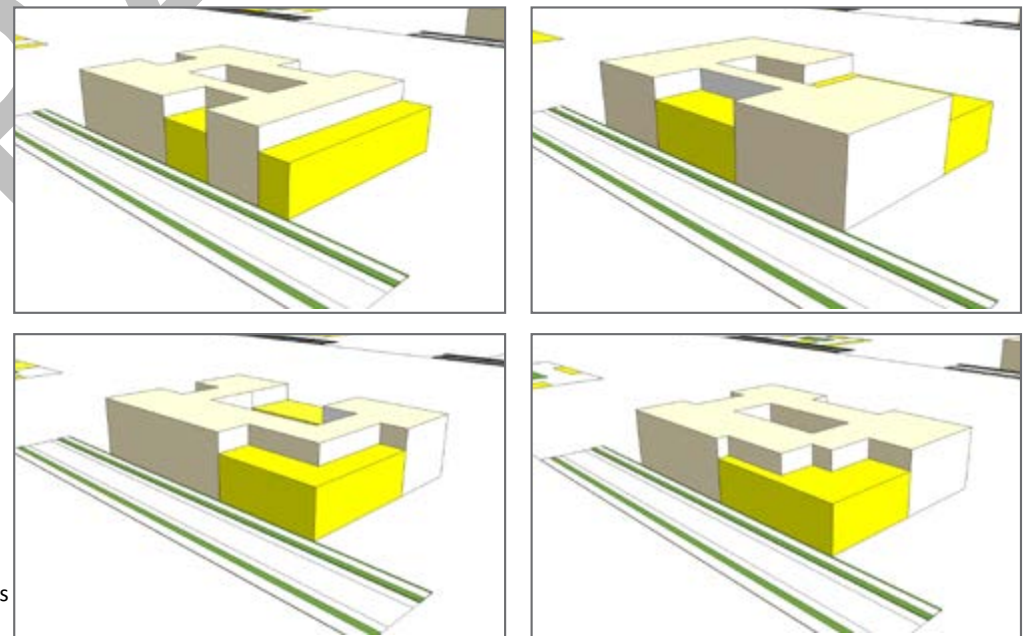
Standards:

1. Each multi-family building (excluding 2/2 stacked townhouses) shall provide a minimum of 15% to 25% of the building footprint below the maximum provided height (Figure 3.07). The specific allocation of the variation shall be determined as part of the development review process.
2. Office and hotel buildings shall provide a variety of height which shall be determined through the development review process.
3. For townhouses and 2/2 stacked townhouses, a variety of heights shall be provided within each row of townhouses. This can be achieved through variation in roof form, setbacks and height. The location and amount of variation will be determined as part of the development review process.
4. For the former power plant site, design standards shall be required to address variety of height, building spacing, building coverage, and building envelopes, and to ensure a unique and dynamic skyline for the site, both from the neighborhood and from the Potomac River.



Note: Figure 3.06 is provided for illustrative purposes only. The final allocation allocation of the variation shall be determined as part of the development review process..

Figure 3.06: Illustrative example of Height Variation - Multi-Family



3.4 Gateway Elements – Vistas

Gateway elements are distinctive architectural elements and/ or special building forms used to draw attention or reinforce points of interest that mark the location of “entries” and “places” within the plan area. These elements will be of the highest level of design excellence incorporating special building forms and/or the innovative use of materials. Additionally, a fundamental component of the OTN SAP is that the east-west streets will maintain the view-shed to the Potomac River.

Standards:

1. Gateway elements shall be provided for new buildings at visually prominent locations within the plan area as shown in Figure 3.07.
2. Views to the Potomac River shall be maintained. Incorporate public vistas through the configuration of the buildings and the design of open space in the locations generally depicted in Figure 3.07.
3. Gateway elements shall be proportioned to the size and scale of the building.
4. Excluding the buildings on Washington Street, required gateway element(s) shall provide distinctive three-dimensional forms, unique shapes and materials to reinforce the significance of each location.

Guidelines:

1. Gateway buildings should exhibit the highest level of architectural design and detail and utilize high-quality materials.
2. Gateway buildings should provide special elements at street terminations to frame views. This may include public art, special landscaping and/or building forms.
3. Buildings along Washington Street in the locations depicted in Figure 3.07 should provide site design elements that foster a sense of place and arrival to Old Town North. (All new buildings along Washington Street will still be subject to the Washington Street Standards and BAR review).

Gateway Elements



Vistas

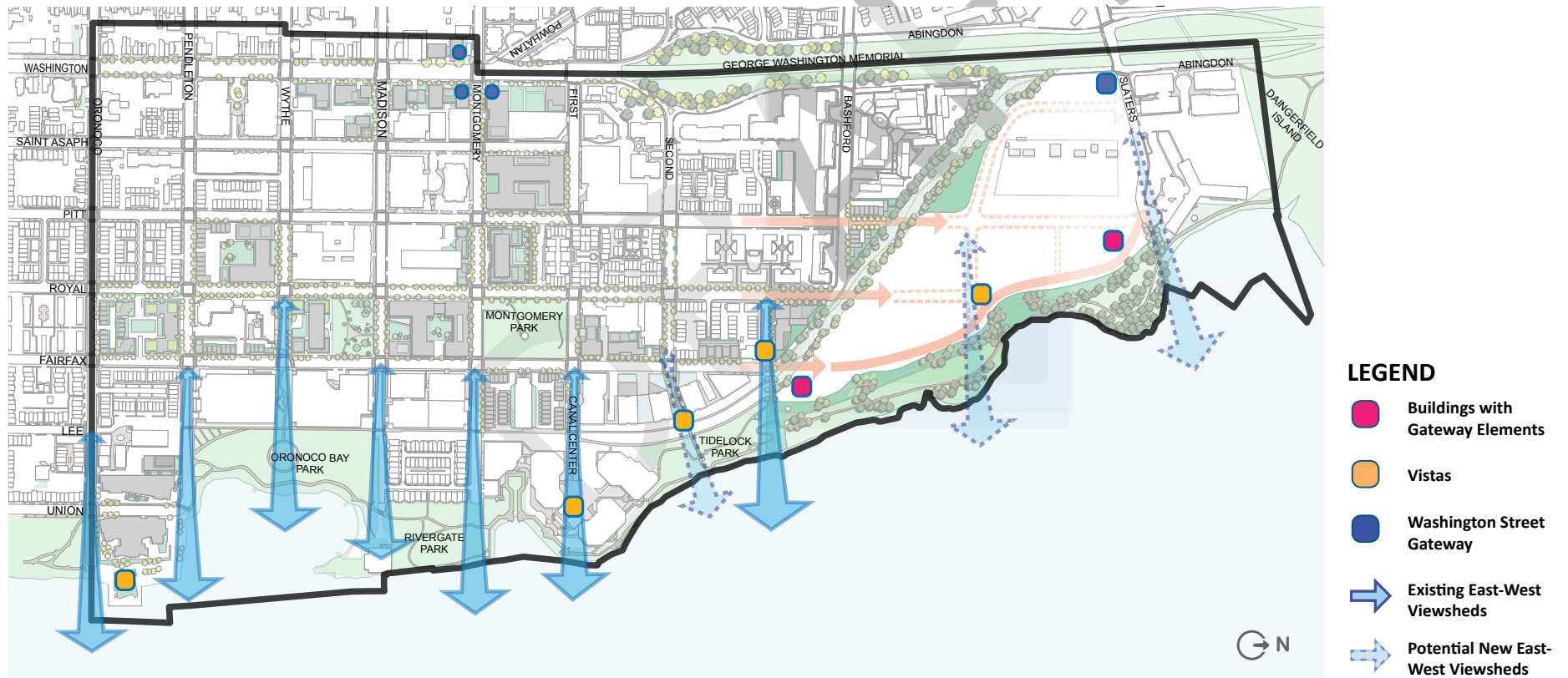


Figure 3.07: Gateways and Vistas

3.5 Parking and Service Areas

Appropriate parking location and design will support the creation of active, walkable, and transit-oriented development. Standards and guidelines for parking locations configuration and access are intended to ensure necessary vehicular and bicycle storage are compatible with the urban, pedestrian-oriented nature of Old Town North.

Standards:

1. Parking for each building (excluding townhouses and stacked townhouses) shall be located entirely below grade or entirely screened with an active use. The screening of the parking with active uses shall be provided for each level of the entire perimeter of each street, park, and/or open space frontage or where visible from an adjoining street or open space.
2. Surface parking lots are prohibited.
3. The parking for each townhouse shall be provided from a rear alley. Front loaded garages on townhouses are prohibited.
4. Where alleys are provided, they shall be designed to minimize views into the alley and garage doors from the public right-of-way (See Figure 3.09).
5. Curb cuts for parking access and alleys shall be minimized for the demonstrable needs of new development.
6. Loading service docks shall not be accessed from the Retail Corridors (N. Saint Asaph and Montgomery Streets) identified in Chapter 2 and shall be located on secondary streets where feasible.
7. Bicycle racks shall be provided from the City of Alexandria's pre-approved types.
8. Service areas shall be out of view or screened from the public right-of-way by adequate landscape or architectural elements.

Guidelines:

1. Parking garage entrances should be minimized. Garage entrances should be located on secondary streets yet be adequately visible and accessible to the public if public parking is provided. Detached parking garages are encouraged for townhouses.
2. Loading dock and garage access should be combined where possible but sized to not dominate the building or block frontage. The doors should also be designed to provide architectural interest for the pedestrian and be complementary to the overall building design.
3. Bicycle parking should be provided in a safe, accessible and convenient location, within 100 feet of the building entrance



3.6 Utilities

Utilities are an important aspect of modern infrastructure but must be sited as discreetly as possible to minimize their impact on the public realm.

Standards:

1. No transformers are allowed in the public right-of-way.
2. HVAC and mechanical equipment shall be integrated into the overall building design and be minimally visible from adjoining streets and/or open spaces.

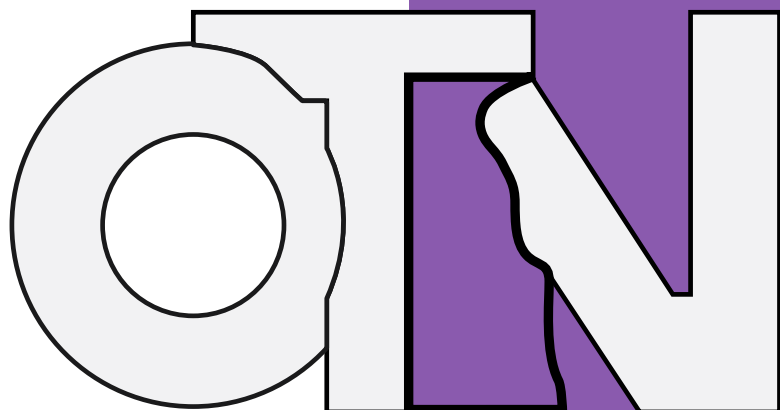
Guidelines:

3. Utility locations should be selected to avoid conflict and future conflict with street trees.
4. New construction should provide pad mounted, indoor, or underground transformers within the building footprint; otherwise, transformers should be located adjacent to an alley or at the rear of the property where feasible.
5. Transformers should be concealed from the public right-of-way with adequate screening such as evergreen plantings, an enclosure, or within the building.

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4

BUILDING DESIGN



CHAPTER 4: BUILDING DESIGN

The following apply to new development to create distinctive architecture and to complement a high-quality public realm. High quality building design will contribute to the unique character of Old Town North and promote a sense of community and livability.

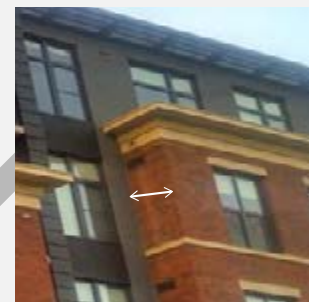
4.1 Massing and Form (Building Character)

The intent of this provision is to ensure a variety in building massing for residential and commercial uses and to provide variation in building footprint to create more urban, pedestrian-scaled buildings. In addition to height variation and transitions in Chapter 3, a building's massing can be articulated horizontally in plan such as, but not limited to, projections and recesses.

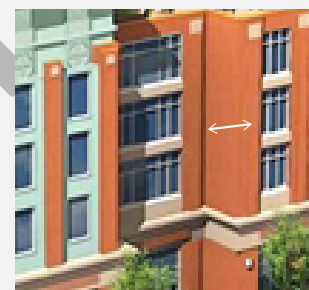
Guidelines:

1. Where changes in the wall planes and architectural elements are provided or required, they should comply with Figure 4.01 Massing elements such as projections and/or recesses are provided to avoid flat building façades.
2. Buildings should be appropriate in scale and mass through the use of changes in wall plane, height, and materials.

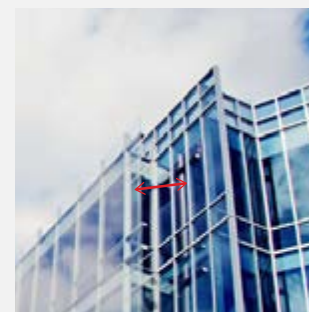
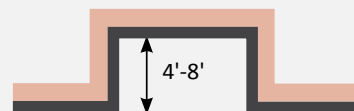
Figure 4.01: Massing Standards



Building Bays/Pavillions
Belle Pre



Building Recesses and Hyphens
The Monarch



Building Screens
Edmonson Plaza



4.2 Building Types

4.2 - I. Townhouse and Stacked Townhouse Buildings

The townhouse building type is a small- to medium-sized attached structure that typically consists of 3–8 townhouse units placed side by-side with garage access from a rear alley.

Townhouse Standards

a. Building Character and Materials Standards:

1. The first level shall be designed with the highest quality material and detailing.
2. Each unit shall be subject to the residential uses at grade requirements in Section 4.2 V.
3. Building designs for a row of townhouses shall incorporate modulation and articulation such as massing reveals and/or shifts of the façade plane in order to create a pedestrian scaled façade. The amount, location, and depth of the variation will be determined as part of the development review process.
2. Building materials for each façade shall consist of the following:
 - Brick, glass, stone, wood, metal, precast ceramic panels, or similar durable materials
 - Fiber cement siding and panels (or comparable) may be provided at limited locations
4. Prohibited materials include synthetic stucco, and vinyl siding.
5. Sides and rears of buildings visible from a street or park shall use the same architectural treatment and materials as the primary façade.
6. Blank façades shall be prohibited for street, park, publicly accessible open space, and trail frontages.

b. Building Massing Standards:

7. Each townhouse shall comply with the allowable heights under the Height District Map as well as standards for height variations and transitions described in this document.



c. Building Fenestration Standards:

The size, frequency, and location of windows will be one of the primary visual characteristics of each building. All townhouses are subject to the following:

8. At least 25% of the each façade adjacent to a primary street or open space, and 10% adjacent to a secondary street, shall be devoted to transparent windows and doors to allow maximum visual interaction between sidewalk areas and the unit. A higher percentage is encouraged where feasible.
9. Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.

Townhouse Guidelines

1. Residential uses of townhouse scale should provide entrances at approximately 20 feet intervals
2. For townhouses, a building break should be provided to ensure that groupings of townhouses do not exceed 8 to 10 units in a single structure. Units should be architecturally differentiated through the use of color and materials within each block. This is not intended to require variety for each unit, but rather within each group of townhouses. Upper floor exterior terraces or balconies are permitted at the rear façade of the building. These may also be permitted on the front façade of a building at the discretion of the Director of Planning and Zoning as part of the Development Review Process.
3. Buildings should generally provide a vertical fenestration pattern.
4. Windows should be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall. Windows should be well-proportioned and operable.
5. Add landscaping and trees to minimize the visual impact to the adjoining homes where feasible.
6. Paving material should be designed for durability. Change in paving materials and/or colors in alleys to minimize visual expanse of the asphalt paving in the alley are encouraged.
7. Add elements such as balconies, porches and projecting bays where feasible to soften the rear façades and alleys.



4.2 - II. Multi-Family

Multi-Family Standards

a. Building Character and Materials Standards:

1. Unless required for the function of the building, blank walls in excess of 30 ft in length or height are prohibited.
2. Where ground floor commercial, retail, and/or arts and cultural uses are not provided, and where stoops are provided, they shall be designed in a way that does not obstruct the sidewalk and public-right-of-way.
3. Some of the multi-family buildings, particularly along the Retail Corridors and Arts Corridor, will be required to provide a taller first floor (15 ft. to 18 ft.) to enable required or planned ground floor retail, cultural space or artist space. See section 4.2 IV Ground Floor Uses.
4. Buildings shall be architecturally differentiated through the use of color and materials within each block.
5. Building materials for each façade should consist of the following:
 - Brick, glass, stone, wood, precast ceramic panels and/or metal
 - Fiber cement board and/or siding and/or panels (or comparable) shall be limited to a maximum of 20% of the materials used on the building façade visible from a street or park/open space.
 - Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.
6. Prohibited materials include synthetic stucco, and vinyl siding.
7. Sides and rears of buildings that are visible from an adjoining street and/or park shall be designed in a compatible manner utilizing a similar architectural treatment as the primary façade. Blank façades shall be prohibited for any street and/or frontage.
8. HVAC, mechanical, and telecommunications equipment shall be integrated into the overall building design and shall not be visible from an adjoining street and/or park. Wall units or vents shall be prohibited, unless recessed within a balcony or shall be integrated with the design of the building.

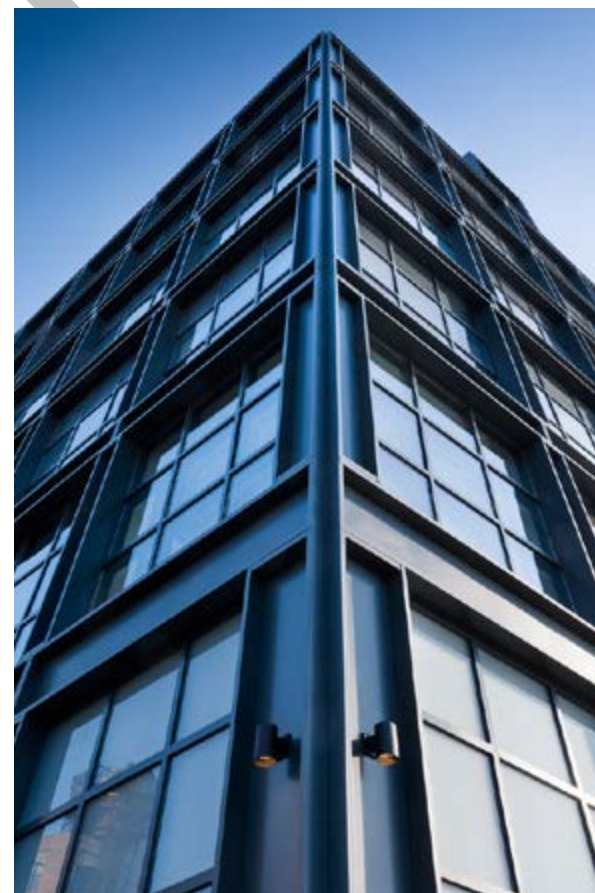
b. Building Massing Standards:

9. Building designs shall incorporate modulation and articulation such as massing reveals, changes of textures, materials, and/or colors, or shifts of the façade plane in order to create a pedestrian scaled façade.



Multi-Family Guidelines

1. Individual and functional entries at 20 to 30 ft. intervals are desired for the multi-family buildings with “townhouse-scale” elements.
2. Reasonable building breaks should be provided for larger multi-family buildings to avoid long, monolithic façades.
 - Where retail-commercial use is provided or required on the ground floor a building break should occur above the first floor retail-commercial use.
 - There may be a connector between the building break.
 - As part of the development review process, a building break may not be required if a level of architectural variation is provided comparable to the building break required above. In addition, if a building break is not required, the façade variation shall include variation in color and materials
3. Buildings should generally provide a vertical fenestration pattern.
4. The solid to void ratio (or wall to window) should consist of a minimum of 30% void for each building facade on a primary street which shall exclude ground floor commercial-retail areas where provided. A higher percentage should be provided where feasible.
5. Windows should be used as an element that helps to articulate the building's character, and designed to reveal the thickness/depth of the wall.
6. Windows should be well-proportioned and operable, if feasible.
7. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade.
8. Window and door placement should provide a high degree of transparency at the lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building façades should be established to provide a greater variety of scale through material variation, detail and surface relief.



4.2 - III. Office and Hotel Buildings

Office and Hotel Standards

a. Building Character and Materials Standards:

1. Buildings shall be architecturally differentiated through the use of color and materials.
2. Building materials for each façade shall consist of the following:
 - a. Brick, glass, stone, wood, precast ceramic panels, metal and/or similar durable materials
2. Prohibited materials include synthetic stucco and vinyl siding.
3. Sides and rears of buildings that are visible from an adjoining street and/or park shall be designed in a compatible manner utilizing a similar architectural treatment as the primary façade. Blank walls shall be prohibited for any frontage.

Office and Hotel Guidelines

1. Window and door placement should provide a high degree of transparency at the lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building façades should be established to provide a greater variety of scale through material variation, detail and surface relief.
2. Buildings should generally provide a vertical fenestration pattern.
3. The solid to void (or wall to window) ratio should consist of a minimum of 30% void for hotel buildings and 35% void for office buildings and may include spandrels. Mirrored reflective, frosted reflective or darkly tinted glass is prohibited. A higher percentage is required where feasible.
4. Windows should be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall.
5. Windows should be well-proportioned and operable, if feasible.
6. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade.



4.2 - IV. Ground Floor Uses

A. Retail

The City's successful retail streets and storefronts reflect a fine-grain pattern of multiple shops and businesses. Within a given block, the variety of retail offerings, visibility of window displays and multiple entrances provide the pedestrian with a significant level of visual interest. The successful performance of the retail areas will be directly related to the successful design and construction of their retail storefronts. It is the intent of the retail storefronts that all retail tenants will have the opportunity to design and install their own storefronts. Storefronts should be "individual" expressions of a tenant's identity and, therefore, unique from adjacent storefronts.

Retail Use and Retail Storefront Standards:

1. The minimum depth for retail spaces shall be 35 ft for the entire length of the building frontage along all streets, open spaces, courtyards, and park frontages. The floor to ceiling height shall be a minimum of 15 ft., with 18 ft. preferable.
2. The retail storefronts shall be designed to create a comfortable yet highly animated pedestrian environment by utilizing a rhythm of multiple retail entrances, Blank walls, where no glazing or architectural articulation is provided, are prohibited.
3. The design of retail shall take into account:
 - how the storefront fits into the architecture of the building;
 - the relationship to varying grades along the storefronts, and the flexibility to adjust store entries;
 - visibility of storefronts (including clear glass);
 - sidewalk spaces for outdoor retail displays or dining; sign and logo requirements; and
 - the design, materials and colors of awnings or canopies to protect pedestrians and windows.
4. The design of the retail storefronts shall be administratively approved subject to the standards required herein.

Retail Use and Retail Storefront Guidelines

1. Corner retail storefronts are encouraged to extend at least 40 ft. along the side street and/or park-open space, and shall also be expressed in the architecture.
2. For ground floor retail, generally provide transparent windows for a minimum of 70% of the retail area. Flexibility may be considered based on creativity and the overall compatibility and character of the storefront design, meets the intent of the Standards, and is approved by the Director of Planning and Zoning.



3. The materials for the retail storefront should consist of stone, metal, glass and/or wood. Construction detail and finish should be of high craftsmanship. Durable materials such as these are especially critical at the street level where pedestrian contact will be considerable. Storefronts should be predominantly glass to provide views into the store. Translucent composite materials may be acceptable and reviewed as part of the development review process.
4. To establish pedestrian-scaled design on the ground floors of larger buildings, use window groupings, material changes, or columns on the principal façade to accentuate individual storefronts and denote a smaller increment of building bays.

B. Cultural, Art and Flexible Ground Floor Spaces

The goal of flexible ground floor spaces is to enable cultural, art, innovative, maker spaces, music and other creative uses within the plan area that diversify the City's economy, complement and enhance the neighborhoods, and provide locations for existing and new small businesses and emerging industries.

These uses typically require taller ceiling heights, and deeper bays than typical retail, and work is often showcased with large windows or garage bays at street level. Flexibility in space and design is a key element for these uses.

Cultural and Art Use Standards:

1. The uses shall be subject to all applicable requirements of the Zoning Ordinance and associated policies and regulations.
2. The floor to ceiling height shall be a minimum of 15 ft., with 18 ft. preferable. The minimum depth of each space shall be a minimum of 20 ft, or greater where feasible.

Cultural and Art Use Guidelines:

1. Each ground floor maker and/or artist space as defined herein should provide a minimum of 40% transparency (garage doors, doors and windows) at the street level.
2. A garage door or comparable sized opening should be provided for each space or approximately every 20-30 ft. Garage and/or roll up doors should be glass and metal.
3. Flexibility may be granted for exhaust, fans, and vents on primary building façades that support the building function/use. Final location and treatment will be determined as part of the development review process.
4. Adequate loading, access, refuse collection, and noise attenuation should be addressed during the development review process.



4.2 - V. Residential Uses at Grade

To ensure an appropriate relationship between the ground floor residential uses and the adjoining sidewalk, the residential uses are required to provide a transition. This transition between the sidewalk and the residential building is achieved with front setbacks for stoops or landscaping, fences, stoops, and similar elements, unless art and/or live work spaces are provided.

Residential Uses at Grade Guidelines:

1. Residential buildings should provide a front setback of 2-10 feet from the required sidewalk to provide space for individual front yards, plantings, landscaping, fences, stoops, and similar elements, unless art and/or live work spaces are provided.
2. Where stoops are provided, they shall be designed in a way that does not obstruct the sidewalk and public right-of-way.
3. For multi-family buildings, where ground floor commercial space is not provided, townhouse-scale elements with individual and functional entries are encouraged.
4. Ground floor levels for all residential uses should be elevated a minimum of 12 inches and maximum of 4 ft. above the adjoining sidewalk. 2-3 ft. is desired. Where at-grade accessible units are needed or required, alternatives should be considered as part of the development review process.

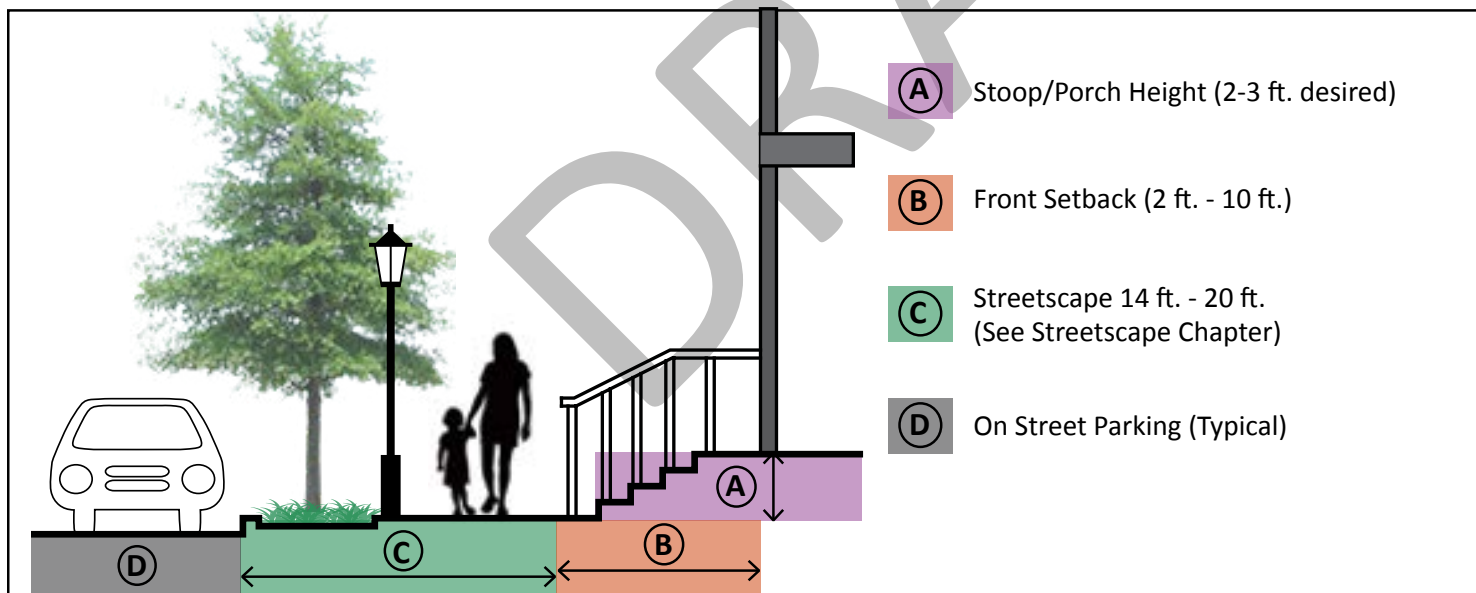


Figure 4.02: Residential Use at Grade

4.3 Building Entries

Building entries enhance the scale, activity and function of each building. This is achieved by requiring building entries at frequent intervals for the street and park frontages. Building entries should also reinforce pedestrian activity and circulation along the street. The building entries are required to be distinctive features and be an integral part of the design of the building, with a size and scale appropriate to the scale of the building. The entries should be easy to locate from the street for pedestrians and motorists.

Standards:

1. The primary pedestrian entrance shall front the adjoining primary street.
2. Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment shall emphasize the primary entrance as focal point.
3. Differentiate architecturally between residential and commercial entrances in mixed-use buildings.
4. Entries shall provide protection from the elements, with canopies, recesses, or roof overhangs.

Guidelines:

1. Building entrances should be given prominence on the street frontage, sized and scaled appropriately for the scale of the building and have a change in material, wall plane, and/or color.
2. For required retail frontages, the width of residential and/or office lobbies should be the minimum necessary.
3. Awnings or canopies are encouraged for building entrances or first floor retail uses. These add color and vibrancy to the streetscape and protection from the weather for the pedestrian. Awnings and signage shall be in compliance with the City's sign regulations under the Zoning Ordinance.



4.4 Building Roofs

The Design Standards and Guidelines for building roofs ensure a consistent and appropriate urban character, and that rooftop open space is provided to achieve the environmental goals of the OTN SAP. Building rooftop design should be aesthetically pleasing, integrated into the overall building design and function to conceal rooftop equipment from view of pedestrians from the adjoining streets and open spaces.

Standards:

1. Rooftop equipment (including elevator equipment, HVAC equipment, etc.) shall be concealed in penthouse structures and/or designed as an integral part of the building and/or adequately screened parapet. Mechanical penthouses and roof top equipment shall be designed as an extension of the building, employing building materials and design treatments consistent with the exterior of the building when visible from a public street or open space.
2. To the extent where visible from the street, roof penetrations such as vents, attic ventilators, flues, etc. shall be placed to limit their visibility from the street and designed in material and color to match the color of the roof, except those made of metal, which may be left natural.
3. Sloped roofs shall be metal, slate, tile, or other comparable high quality material.

Guidelines:

1. Buildings with flat roofs should have green rooftops that may be utilized as high quality outdoor open spaces for the building's users and as an extension of the buildings common areas.
2. The design of rooftop gardens should be integrated within the architecture and serve as an extension of each building's common area.
3. Parapets on flat roofs should be minimum of 2 ft. in height above the roof, or as needed to conceal mechanical equipment.



4.5 Walls, Fences, and Railings

Walls, fences and railings provide transitions between the private and public realm and contribute to the spatial definition of streets and privacy of yards and courtyards. The Standards require high quality materials and height limits for fences and walls.

Standards:

1. The height, length, and visual impact of walls and fences shall be pedestrian scale and in no case shall they exceed 3.5 ft. in height in the front or side yards. In the rear yards, 6 ft. privacy fences may be provided, if approved as part of the development review process. Additional screening may be permitted if located adjacent to industrial uses.
2. Materials for walls shall be brick and/or stone. Garden screen wall and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material.
3. Materials for fences shall be decorative metal or wood. Railing shall be metal to match the architectural character of the building.
4. No walls, fences, or railings shall be constructed in the right-of-way.
5. The size and species selection of landscape materials in green walls or hedges shall be carefully considered. Landscape elements which are likely to impede pedestrian travel or use of sidewalks shall not be installed.

Guidelines:

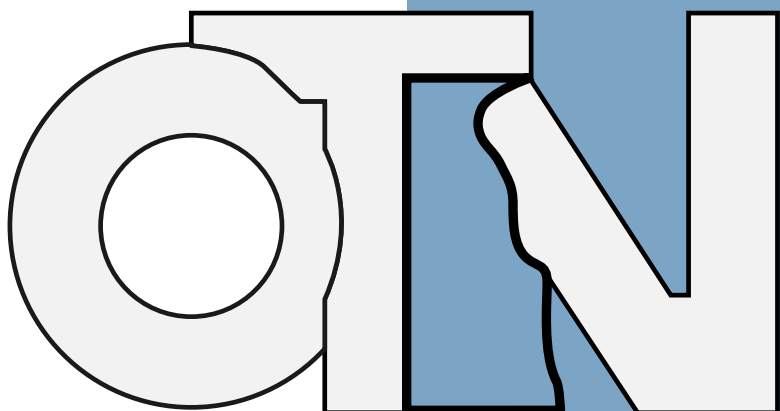
1. Green walls and living walls are strongly encouraged.



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5

PUBLIC REALM- STREETSCAPE



CHAPTER 5: PUBLIC REALM - STREETSCAPE

The design of the public realm including the streets, sidewalks, landscaping, lighting, furniture, signage and other pedestrian amenities is intended for the safety and comfort of residents, workers, and visitors to the neighborhood and can provide opportunities for enhanced pedestrian circulation and visual interest.

In addition to improved pedestrian connectivity, the design of the public realm can help define the unique character of the neighborhood and character areas such as the Retail Focus Areas and Corridors illustrated in Chapter 2 and Green Streets. The Streetscape Standards and Guidelines should be used in conjunction with the City's Complete Streets Guidelines and the Landscape Guidelines.

5.1 Streets

One of the measures to ensure that the redevelopment sites develop as an urban, pedestrian-oriented series of neighborhoods is to require urban, human scaled streets and block sizes for each of the neighborhoods, similar in scale to the established grid in Old Town and Old Town North. Through the placement of the required framework streets, the block sizes are generally equivalent to blocks within Old Town: a model that is used as a national planning example due to their associated walkability. New and reconfigured streets shall comply with the cross-sections herein and with the City's Complete Streets Design Guidelines.

Standards:

1. All new and reconfigured streets and sidewalks within the plan area shall be consistent with the attached street cross-sections in the Appendix, where feasible.
2. All streets within the plan area are intended to be public streets, dedicated to the City unless otherwise approved as part of the redevelopment review process. Unless otherwise noted, the property line is assumed to be at the edge of the public right-of-way.



5.2 Block Sizes

One of the measures to ensure that the former power plant site, and sites where new blocks are being created will comply with the intent of the OTN SAP to provide urban, pedestrian-oriented series of neighborhoods, is to require urban, human-scaled block sizes.

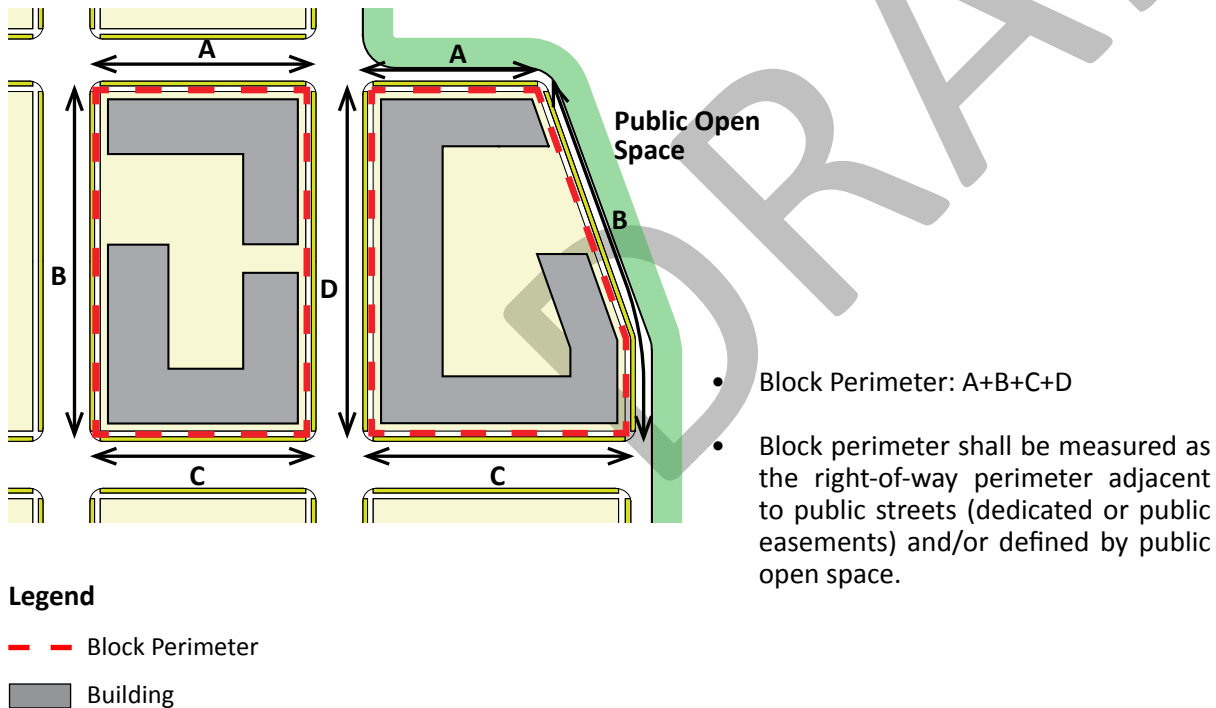
Standards:

1. Block sizes shall have a maximum perimeter of 1,600 ft. The intent of this standard is to maintain the permeability of all blocks in order to facilitate pedestrian movement and to ensure the opportunity for blocks to accommodate uses that otherwise meet urban design goals of this document. Block perimeter shall be measured as the right-of-way perimeter adjacent to public streets (dedicated or public easements) and/or defined by public open space. See Figure 5.01.

Guidelines:

2. Non-standard paving materials in public alleys should be approved by City of Alexandria Department of Transportation and Environmental Services.

Figure 5.01: Block Perimeter



5.3 Streetscape Improvements - General

A. Overhead Utilities

Intent

The aim of under-grounding existing overhead wires and poles is to reduce the amount of visual clutter and allow street tree growing conditions. Where a development site is required to underground existing utilities, the design and implementation for doing so should take into account the impact on adjacent frontages or blocks with the overall goal that additional poles and wires are not permitted to be installed on adjacent sites or blocks.

Standards:

1. As part of the development review process, all overhead utilities serving that site for the entire site frontage shall be located underground.

Guidelines:

1. Developers and property owners are encouraged to work together to achieve a greater extent of under-grounding through coordinated design.

B. Street Trees Guidelines:

1. Complete the street tree grid (for streetscape and environmental benefits).
2. The size of canopy should fit to the site and conditions.
3. The placement of trees should take into account the growth pattern and mature size of the selected trees and the effect of canopy spread on pedestrian traffic, views of and from adjacent buildings, conflicts with the buildings themselves, and light dispersion from streetlights.
4. Diversify the street tree population. Projects should be encouraged to utilize street tree species that are not commonly found in the plan area but environmentally suited to the site's growing conditions and lower maintenance requirements.
5. For larger developments which make improvements to substantial street frontages, a diverse approach to species selection should be encouraged, including some variation in species selection along a single block face.



Streetscape improvements on S Washington Street, utilizing the light fixture (GWMP Parkway Streetlight), pedestrian curb ramps, rationalized furniture placement and brick paving which are required in these Design Standards and Guidelines

C. Street Furniture Standards:

Each project shall provide street and on-site furniture and amenities for public use. Street furniture shall include benches, bicycle racks, and trash receptacles, where required as part of the development review process.

i. Benches

Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96, or any updated City Standard, as approved by the City of Alexandria.

ii. Bike Racks

To encourage and facilitate biking as a means of transportation, bike racks that conform to the City's bike rack standards shall be provided and placed in groups at convenient, safe, well lit paved areas in the building or curb zone. Bike racks shall also be provided in parking garages and at appropriate park amenities.

iii. Trash/Recycling Receptacles

The trash receptacle to be used throughout the area is the Iron Site Bethesda Series Receptacle with domed lid (model SD-42) by Victor Stanley with black powder coat finish (or equal as approved by the City of Alexandria). Trash receptacles shall also include accommodations for recycling which will be in blue powder coat.

D. Lighting Standards:

1. The street light fixtures on Washington Street shall be the George Washington Memorial Parkway Lighting (Figure 5.02).
2. All street light fixtures shall be single black colonial lighting fixtures (except Washington Street) with a standard black finish (Figure 5.04).
3. Street lighting shall utilize LED technology and conform to City's design standards for lighting fixtures.

Figure 5.02: Street Furniture



City Standard Bench



City Standard Bicycle Rack



Recycling Receptacle



Trash Receptacle

Lighting Guidelines:

1. Street lights should be placed to avoid conflict with street trees, and should not be located within the sidewalks but rather be placed between and in-line with the street trees.
2. All street lights should be designed to minimize light spillover. Where located next to residential uses, street lights should include shielding as needed to prevent lighting from directly entering residential windows or adjoining public parks.

E. Historic Interpretation

In an effort to recognize and celebrate the rich history of Old Town North, the Historic Interpretation Guide is intended to provide guidance for the implementation of historic interpretation on various sites, based on the key historical themes identified in the **Old Town North Historic Interpretation Guide** (See Appendix __). Whether for the Alexandria Canal, the old spring houses or one of the many industrial sites that once existed here, the purpose is to integrate historic interpretation to convey many narratives and historical themes found in this neighborhood. The interpretive design guide encourages creative and engaging interpretation. The end result will be a historic interpretation program that links various sites in the area with common themes, such as industry and transportation, while reminding residents, workers and visitors of the intriguing and varied past of Old Town North.

Guidelines

1. All development and redevelopment sites should include some form of historic interpretation whether as a site-specific installation or part of a broad thematic approach.
2. Creative approaches to historic interpretation are encouraged. Interpretive elements may be incorporated into the site and building design, and/or mobile/digital resources dedicated to the neighborhood. The OTN Historic Interpretation Guide offers strategies in Section V: Catalogue.



Figure 5.03: George Washington Parkway Lighting Fixture



Figure 5.04 Black Colonial Lighting Fixture

F. Existing Blank Walls and Surface Parking Lots Enhancements

The existing blank walls disengage pedestrians, often causing them to quickly walk by or avoid a block altogether. The intent of this provision is to provide guidelines that can help activate blank walls, large arcades and surface parking lots to enliven the building exterior and streetscape.

Guidelines:

1. Enhancements to existing blank walls and lobbies can include:
 - a. Installing living vegetated walls
 - b. Interactive lighting and/or display walls
 - c. Public art such as murals
 - d. Signage where permitted
 - e. Color and texture
2. Enhancements to activate ground floors and surface parking lots can include:
 - a. Landscape screening of surface parking lots
 - b. Ground floor retail conversion
 - c. Infilling surface parking lots
 - d. Outdoor seating
 - e. Public art

5.4 Streetscape Improvements - Green Infrastructure

The landscape features within streets, outdoor space and as part of building design offer opportunities to contribute the environmental goals of reducing the heat island effect, managing the effects of stormwater and increasing habitats.

In Old Town North, there is a need to reduce the impact on the combined sewer system through managing stormwater overflows. There also exist opportunities at many locations where streetscape improvements are anticipated and where green infrastructure may be installed, particularly in wider sidewalk areas.

Standards:

1. For the Green Streets, reconfigured sidewalks and streetscape areas, green infrastructure improvements shall be implemented to the extent feasible. The scale of the improvements to the right-of-way shall be broadly commensurate with the scale of the project. Projects that are:
 - Improving an entire block face or greater shall treat the stormwater for the adjacent Right-of-way (sidewalk and cartway) through green infrastructure as approved through the development review process.



Wall Art/Murals



Interactive lighting/display wall



Living Green Walls

- Located on Green Streets shall include a higher level of green infrastructure facilities, including streetscape BMP facilities, large street trees, high proportions of pervious area and enhanced planting.

Guidelines:

1. Smaller scale projects should incorporate improvements such as permeable paving or other facilities where feasible.
2. Projects with frontages on green streets should consider the feasibility of green infrastructure from an early stage of design, with an intent that the streetscape design incorporate green infrastructure elements.
3. Green infrastructure should be integrated into the streetscape design and should form an inherent element of the street rather than visually appearing as a retrofitted aspect.
4. Refer to the Complete Streets Guidelines and to the City's Green Sidewalks Guidelines for green infrastructure layout, dimensions and materials.
5. Adjacent projects are encouraged to coordinate green infrastructure improvements.
6. Locations for green infrastructure may include the sidewalk amenity zone, and in particular curb extensions (bulb out areas).

5.5 Sidewalks

The sidewalk areas refer to the 'Pedestrian Zone' as outlined in the City's Complete Streets Guidelines, encompassing the area between the curb and the building face and/or property line.

I. Existing Conditions

The current condition of the public realm, and streets in particular, ranges from those with a high quality pedestrian experience (continuous street tree canopy, varied building facades with regular entrances and sidewalks with adequate width for pedestrians to feel comfortable), to those with more challenged conditions such as narrow sidewalks, overhead utility wires and blank building facades and surface parking lots.



Permeable Pavers



Bio-retention Basins

II. Sidewalks and Pedestrian Access - General

The design of the sidewalks and streetscape will play a role as important as the design of buildings in enhancing the streets and promoting pedestrian-oriented streets. Elements such as street and sidewalk widths, trees, lighting, street furniture, and pavement materials need to all be integrated to ensure the provision of pedestrian oriented streets. The distance for all new and reconfigured sidewalks from the building face to the curb are generally required to be a minimum of 14 ft. to 20 ft. However, at some locations the distance to the building face may be greater if determined necessary as part of the development review process.

Standards :

1. All streets shall provide adjacent parallel parking spaces, as depicted in the attached cross sections in Appendix I, unless otherwise infeasible.
2. The sidewalks on Washington Street and the Retail Focus Areas and Corridors shall be City standard brick. The remainder of the sidewalks within the plan area will be City Standard Concrete.
3. Where sidewalks are located on or partly on private property, perpetual public access and maintenance easements shall be required.

Guidelines:

1. Sidewalk widening should be achieved through utilizing narrower travel lanes (where feasible, and in conjunction with the [Complete Streets Guidelines](#)) and by locating sidewalks on or partly on private property in consultation with the property owner.



III. Sidewalks and Pedestrian Access - Curb Extensions (bulb outs)

Curb extensions provide a shorter crossing distance and better visibility for pedestrians. This provides traffic calming benefits while reducing conflicts between motorists and non-motorists. Curb extensions also reduce the amount of impervious surfaces consistent with the environmental goals of the OTN SAP.

Standards:

1. Curb extensions shall be consistent with the City's Complete Streets Guidelines. In order to avoid conflicts between vehicles and bicyclists, the width of the curb extension shall generally be one foot less than the width of the adjacent parking lane. At bus stop locations, the width of curb extensions shall be approved through the development review process. See Figure 5.05 for typical curb extension.
2. Curb extensions shall be provided at intersections on Green Streets and on blocks with required retail frontages.
3. Where Green Streets and/or blocks with required retail frontages intersect, paired curb extensions in both directions shall be provided. See Figure 5.09 for location of Green Streets.

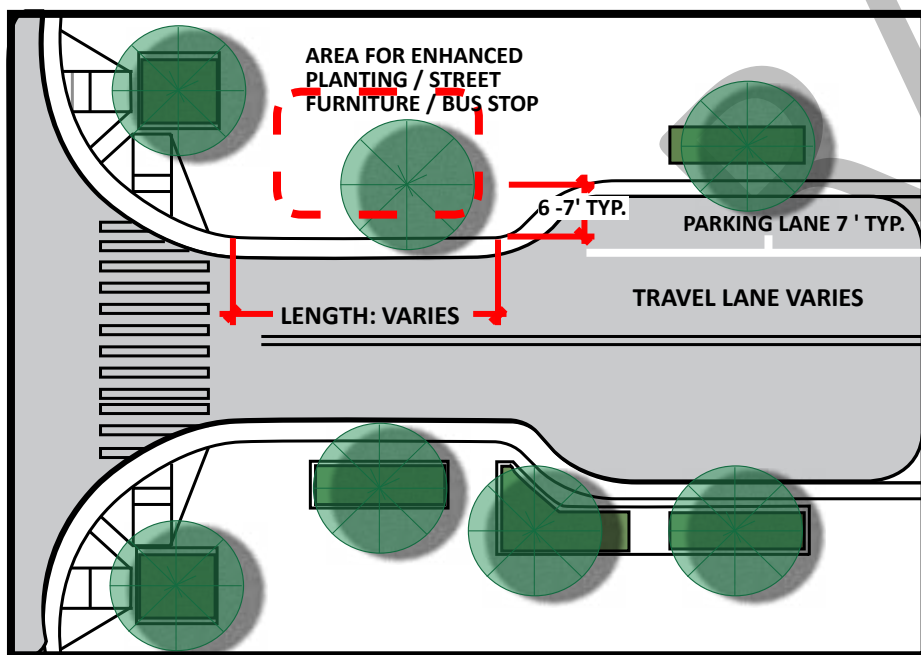


Figure 5.05: Curb Extension/Bulb-out (Typical)

Guidelines :

1. Curb extensions should be located at crosswalk intersections where feasible and where parallel parking is provided.
2. Curb extensions should be designed as an inherent element of the streetscape and should incorporate, where appropriate, uses such as bus stops, green infrastructure, street trees and/or enhanced planting.
3. Curb extensions should be located where feasible to minimize impacts for on-street parking areas.
4. Curb extensions should be paired where feasible and where space permits, but single curb extensions are allowable.

Curb Extension Locations



Standard Corner Curb



Corner Curb Bulb-Out



Mid-Block Bulb-Out

5.6 Street Frontages

I. Residential Frontages

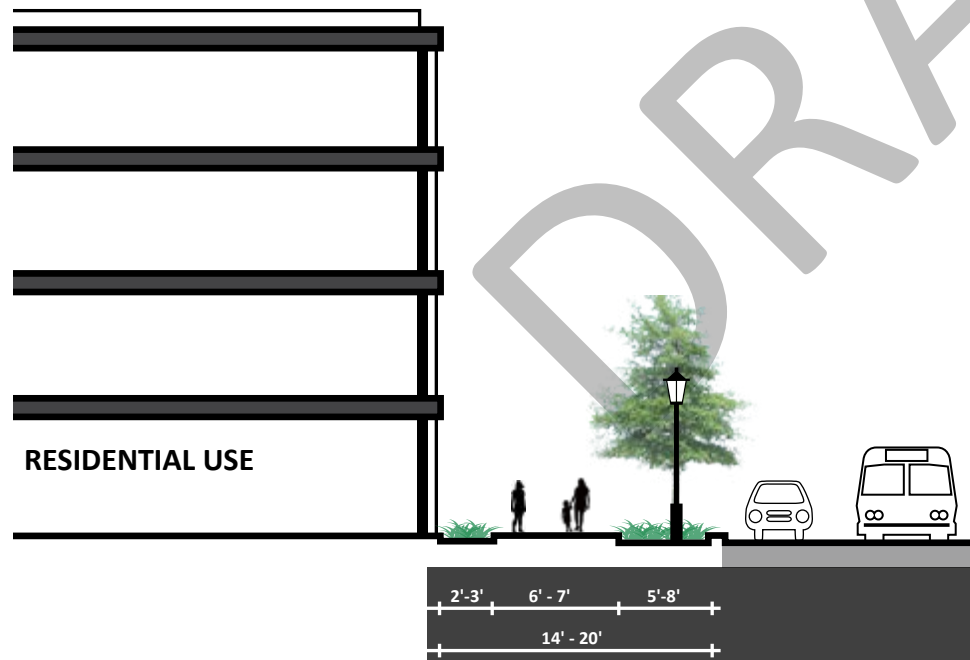
Standards:

1. New or reconfigured sidewalks shall meet the general dimensions of the Residential Frontage section below. For specific redevelopment sites and streetscape improvement areas, the dimensions in the sections in Appendix I shall be met.
2. Amenity zones, or the landscape zone between the curb and the sidewalk shall be 5 ft. to 8 ft. wide per Complete Streets Guidelines.

Guidelines:

1. The selection of tree wells or landscape strips should be per the predominant context of the street.
2. Green Infrastructure and Best Management Practices (BMPs) should be per the City's Green Sidewalks Guidelines, where feasible.

Figure 5.06: Residential Frontage



Note. The section shown is for illustrative purposes and is for the intention of setting the streetscape dimensions and relationships and that the building.

III. Retail Corridor Frontages (Montgomery Street & N. Saint Asaph Street)

Standards:

1. New or reconfigured sidewalks in the Retail Focus Areas and Corridors shall comply with Figure 5.07. For specific redevelopment sites and streetscape improvement areas, the dimensions in the sections in Appendix I shall be met.
2. Sidewalks shall be City standard brick paving in running bond with header courses at the curb edge and around tree wells/landscape strips.
3. City standard brick paving shall be installed across drive aisles, and loading areas.
4. For the Retail Focus Areas and Corridors, tree wells (rather than landscape strips) shall be provided.
5. For Retail Focus Areas and Corridors, on-street parallel parking shall be provided to maximize the safety of the pedestrian.

Guidelines:

1. Sidewalks should be designed to maximize vibrant street uses such as gathering spaces, outdoor dining and pedestrian access with a wider clear area and landscape layout to allow for parking and pedestrian movement.



Figure 5.07: Retail Focus Areas and Corridors Frontage

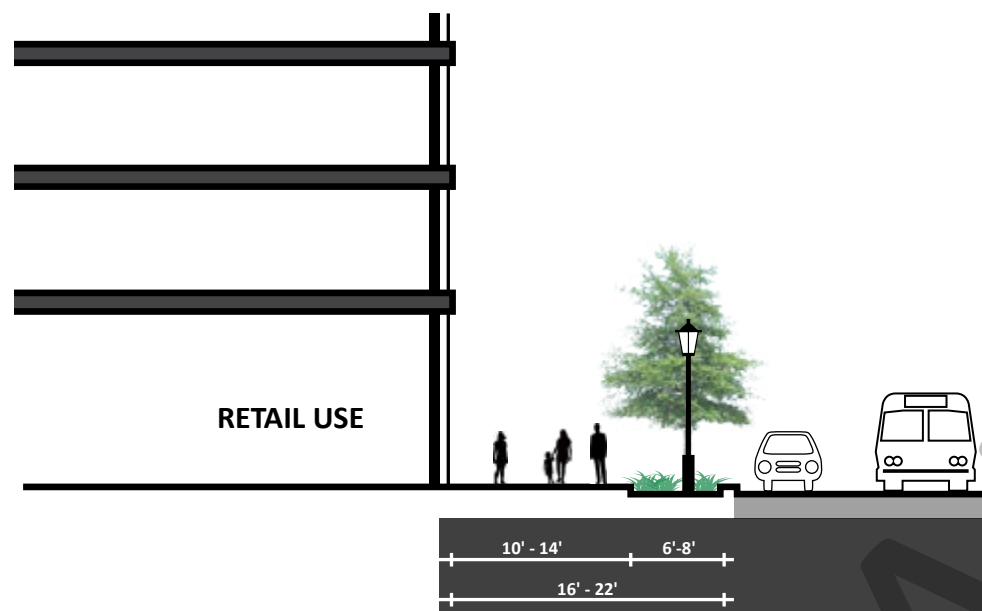
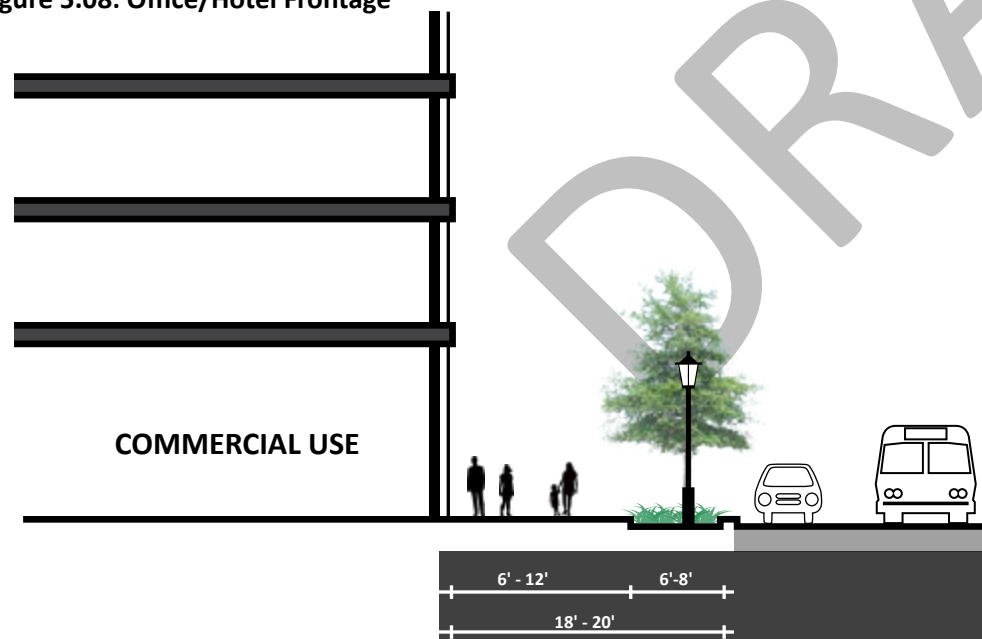


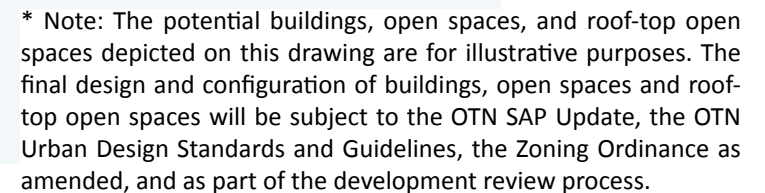
Figure 5.08: Office/Hotel Frontage



Note. The sections shown are for illustrative purposes and with the intention of setting the streetscape dimensions and relationships.

Green Streets are designed to prioritize pedestrian circulation, create attractive streetscapes, and strengthen connections between residential and commercial uses. Design treatments can include sidewalk widening, enhanced landscaping, green infrastructure and traffic calming measures.

1. For new and reconfigured sidewalks, the sidewalk shall be wider, with significant areas devoted to 'green' landscape elements such as a wide street tree amenity zone and environmental improvements as shown in Figure 5.10. For specific redevelopment sites and streetscape improvement areas, the dimensions in the street sections in Appendix I shall be met.
2. Curb extensions and other streetscape improvements such as green infrastructure features, as described in Section 5.4, shall be provided for Green Streets, excluding Washington Street.

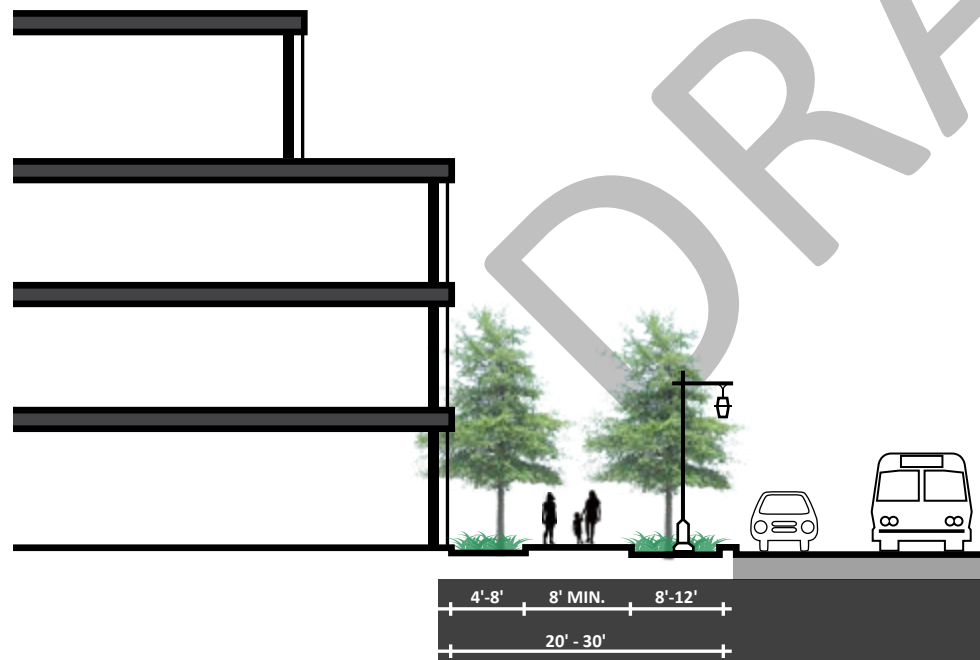


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Figure 5.10: Green Street Frontage (Royal, Wythe and Second Streets)



Figure 5.11: Washington Street Frontage



Notes:

- The building line shown in this section is illustrative of the identified potential redevelopment sites on Washington Street. A greater setback may be required through the development review process.
- Where retail/commercial uses are located, a landscape strip will not be provided adjacent to the building

3. Landscape improvements on the Green Streets shall incorporate, where feasible, environmental improvements which add to the visual character, stormwater management, habitat and urban biodiversity. For example, street tree BMPs or landscape strips should be incorporated into the green streets at new and retrofitted street locations as part of the development review process. See Section 5.4 Streetscape Improvements - Green Infrastructure.
4. Materials for street BMPs shall be per the City's [Green Sidewalks Guidelines](#).

Green Streets Guidelines:

1. Trees and underplanting should be of native species to the extent feasible, including seasonal and evergreens.
2. The ultimate size of planting should be considered from an early stage, with the size of street trees maximized to achieve the intent of the Green Street.
3. Where feasible, and in particular at curb extensions, the alignment of street trees may be offset from the predominant alignment in order to visually increase the tree canopy when viewed from the travel lanes, offering a visual cue to drivers that the street visually narrows.

IV. Washington Street

Background:

Although the most northerly blocks of Washington Street in Old Town North exhibit increasingly pastoral qualities, the majority of the blocks within the plan area are more urban in character. From the southern end of Abingdon Drive southwards, a fairly uniform street section can be drawn, with small variations which help to build a transition from the pastoral to the urban character of the Washington Street corridor.

It is intended that the Design Standards and Guidelines be used to direct improvements along Washington Street both for redevelopment sites which front the street, but also incrementally over time as other improvements are made to the street. These Design Standards and Guidelines are divided into location-specific sections as the character of the street changes along its route.

Washington Street - Memorial Circle:

The landscape and pastoral qualities of this section should be protected and enhanced where possible. One key element is the strengthening of the delineation of the historic Memorial Circle which was constructed but later removed. Replacement trees of large canopy should be used where the existing tree line is in poor condition. The City and the National Park Service (NPS) will need to coordinate on the establishment of the Memorial Circle planting.

Examples of Green Infrastructure



Guidelines

1. The appearance of the Memorial Circle should be enhanced through a double row of tree plantings to help visually reinforce the Memorial Circle (See Figure 5.12).
2. The pedestrian clear sidewalk should be maximized on E. Abingdon Dr. with enhanced landscape and street trees. See street sections in Appendix I for dimensions.
3. For specific redevelopment sites and streetscape improvement areas, the dimensions in the sections in Appendix I shall be met.

Washington Street South of the Memorial Circle (First St. to Oronoco St.):

A more regular urban street character exists through these blocks from First Street to Oronoco Street.

Standards:

1. Sidewalk areas shall be maximized as shown in Figure 5.11. For specific redevelopment sites and streetscape improvement areas, the dimensions shown on the street sections in Appendix I shall be met.
2. At the back of sidewalk, a minimum 6 ft. wide landscaped screening area shall be provided adjacent to existing surface parking lots.
3. Curb cuts shall be minimized.

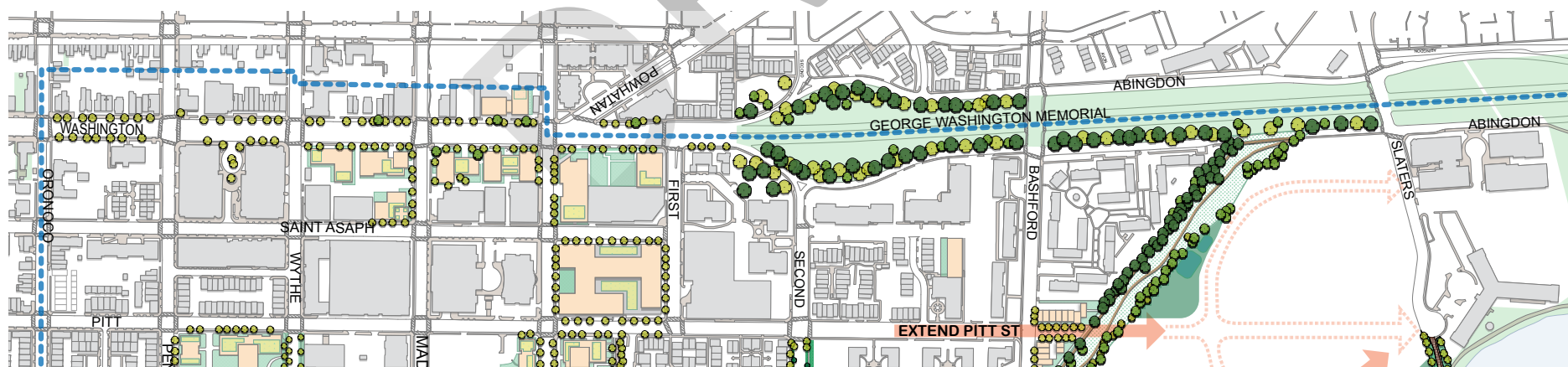


Figure 5.12: Washington Street Streetscape

Materials Standards:

1. Sidewalks shall be brick paving in running bond with header courses at the curb edge and around tree wells/landscape strips.
2. Granite curbs shall be installed to replace concrete curbs.
3. Pedestrian curb ramps shall be consistent in design with those installed in the Washington Street Improvements from Gibbon Street South
4. Drive aisles shall be brick paved.
5. Existing historic streetscape materials shall be retained.

Planting and Landscape Standards:

1. Special design and construction techniques shall be applied to protect existing large scale street trees which are considered by the City Arborist to be in good condition.
2. Street trees shall be large canopy and installed at 35 on center.
3. Existing surface parking lots shall be screened using evergreen planting material with additional planting for seasonal interest. Landscape screening shall be at a height that does not block views (no higher than 4 feet or lower than 2 feet in height).
4. In general, streetscape landscape shall be installed in landscape strips in order to preserve the green elements of Washington Street. Where the street transitions to a more urban, and in some cases retail use environment, large tree wells may be used in lieu of landscape strips.

Lighting Standards:

1. New and/or replacement lighting shall be the GWMP Parkway Streetlight (Figure 5.03).
2. Lighting shall be installed approximately 80 ft. on center and shall be continuously aligned throughout the block faces.

Guidelines:

1. Subject to City of Alexandria's Department of Transportation and Environmental Services and NPS approval, a more visually distinctive material for pedestrian crosswalks should be considered for the intersections with Montgomery Street and Wythe Street to help demarcate these important walking and retail streets.

5.7 Signage

The intent of the signage Design Standards and Guidelines is to encourage creativity, uniqueness, and high-quality graphics, while being compatible with the adjoining residential neighborhoods.

Standards:

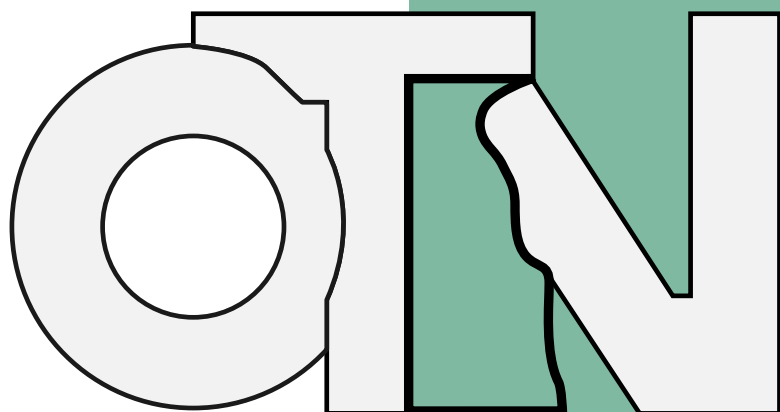
In addition to complying with the Sign Regulations in the Zoning Ordinance Article IX, signs in Old Town North shall adhere to the following:

1. Free standing signs are prohibited.
2. Signs shall not obscure other building elements such as windows, cornices or decorative details, but should relate in placement and size to these elements.
3. Retail shall provide projecting signs at the pedestrian level of the building.



6

OPEN SPACE



CHAPTER 6: OPEN SPACE

An important component of the urban environment are open spaces which are intended to serve as primary social gathering places for residents, workers and visitors. A successful open space network consists of a wide range of passive and active recreational opportunities, where people of all ages and abilities can gather, stroll, exercise, and play. As an area further develops, it is critical to maintain a collection of open spaces that range in size and character and positively contribute to the vitality of the community and reinforce the area's biodiversity and ecology.

Open spaces also provide opportunities to implement the goals of the Eco-District through increased tree canopy, use of native plants, and stormwater management treatments.

6.1 Existing Open Space

Old Town North enjoys significant public open spaces at Montgomery Park and the ribbon of parks along the waterfront. The OTN SAP's goal for these spaces is to retain them, and where feasible, to enhance them.

Guidelines:

1. Improvements to existing Waterfront open spaces and connectivity between open spaces should follow the City's approved Waterfront Plan Schematic Design and the approved Alexandria Waterfront Common Elements.
2. Improvements to Montgomery Park should follow the Neighborhood Park planning process, with enhancements identified through the Old Town North Planning process.
3. Identify opportunities for the incorporation of historic and cultural interpretation into public open space, particularly in conjunction with improvements to adjacent public or private space. For example, opportunities exist at Montgomery Park and Wythe Street Plaza for additional historic or cultural interpretation which may be coordinated with improvements in the public right-of-way or the development of adjacent blocks.
4. Identify opportunities for activating existing parks and open spaces through special events and public art installations. Special events shall comply with the [City's Special Events Policies and Procedures](#).
5. Under-utilized existing open space should be studied for redesign or revision to improve the usability of the space and relationship to other open spaces.
6. Maintain and, where appropriate, enhance the tree canopy.



Montgomery Park



Oronoco Bay Park



Wythe Street Plaza

7. Enhance the habitat-potential. Convert areas of mown lawn or other areas of low biological diversity into "Green Corridors" with richer planting diversity to attract wildlife insect populations. For example, allowing meadow-type taller grass and wildflower areas may be provided in open spaces with less regular maintenance requirements.
8. Selection of materials, furnishings, systems and improvements and maintenance to existing open space within the plan area shall be done in compliance with [The Park Facility Standards Manual](#) and all applicable City standards and policies.

6.2 New Public Open Space & Public Access Easements - Open Space, Pathways and Connections

Through redevelopment in Old Town North, new neighborhood-serving open spaces are available. Primarily, these spaces are located at the former rail corridor and the former power plant site. These spaces may be publicly owned or privately owned but publicly accessible. Additional publicly accessible open space may become available through the development of sites within the plan area. This section addresses new open spaces which fall under the categories of publicly owned, or publicly accessible through public access easements.

Standards (General):

1. The former power plant sites shall be responsible for providing a minimum of 2-4 acres of additional open space adjacent to the existing waterfront park and a minimum of 1-2 acres adjacent to the existing rail corridor as generally depicted in Chapter 2, Figure 2.04. Design of park on and adjacent to the rail corridor will take into consideration existing utilities and easements.
2. Large expanses of concrete without details, scoring patterns, or brick/stone banding are prohibited.

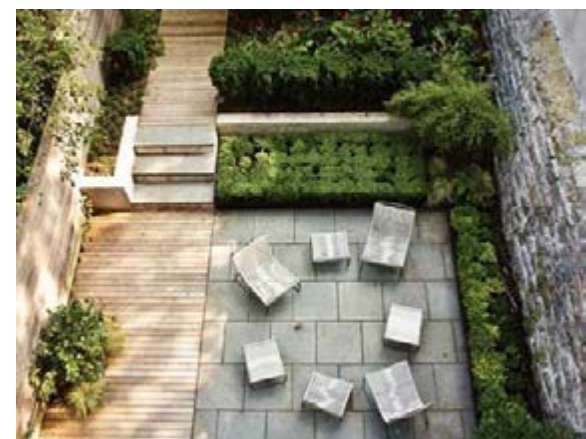
Guidelines (General):

1. Open spaces should be designed for their intended function; for example, plazas should be designed with adequate amounts of hardscape, electrical and water connections to accommodate public gatherings; large greens or parks should minimize hardscape areas that will detract from their intended appearance as a green oasis dominated by native vegetation, some lawn areas, and trees. Pedestrian only and shared pedestrian/vehicular areas shall be designed to withstand the intended loading on paved or green surfaces.
2. The Plan's open space should incorporate significant green and pervious elements, offer shade relief and contribute to the City's tree canopy goals where possible.



Above Pictures: Potomac Yards Park - Alexandria, VA

3. Landscapes should be designed with sustainable plant selections that are horticulturally acclimatized to the Mid-Atlantic and DC National Capital Region, that require minimal maintenance and non-organic treatment, that utilize manipulation of rainwater for natural irrigation, and that provide natural pest control.
4. Materials should be selected that are durable and appropriate for the scale and context of the plan area. Materials should be typical of the types used in the construction of urban spaces. Although materials must be suitable for significant pedestrian use, their quality and appearance should reflect their importance as open space within the public realm.
5. Garden screen walls and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material. Pavement in open space should be brick, stone, concrete pavers, or concrete.
6. Open spaces should be designed with consideration of climate and sun exposure throughout the year. Where appropriate, provide opportunities for wind-protected, shaded and sunny areas for different year-round recreational activities.
7. Defined open spaces should have high visibility from sidewalks, streets, and buildings unless constrained by natural conditions. Open spaces should be directly accessible from the street.
8. In the case of a public plaza or other public open space that extends beyond the sidewalk but directly in front of the lobby, or along some portion of the building frontage, the public space plaza should be clearly designated and designed as public space while still allowing the lobby or public entrances to be visible and immediately accessible from the public right of way. To achieve cohesion, the plaza space should also be successfully integrated as part of a recognizable block and street form. Open spaces should not be fenced, or demarcated in any ways which prohibit public use with the exception of playgrounds, pools and dog parks.
9. Public open spaces and parks should include adequate amenities such as restrooms, storage facilities, and parking, where feasible.
10. Plantings should be consistent with the City's Landscape Guidelines and policy recommendations.
11. Selection of materials, furnishings, and systems shall meet the City's [Park Facility Standards Manual](#) and all applicable City standards for any publicly owned or maintained areas.
12. Mid-block pedestrian passages should be provided to promote porosity in the urban grid and enhance the street-level experience for pedestrians.
13. Paving of pathways should consist of pervious materials to minimize stormwater runoff.
14. Pathways and connections should utilize appropriate lighting for enhanced pedestrian safety and comfort.
15. Outdoor seating and other passive and active uses should be permitted in areas with public access easements to promote vibrancy.



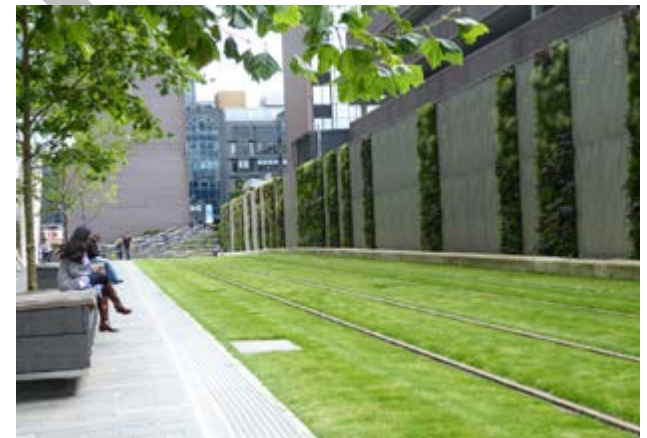
16. Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.

Guidelines (Rail Corridor):

1. The design and implementation of the linear park should incorporate the following elements:
 - a. The space should predominantly function and appear as a linear park.
 - b. The design should incorporate elements which allow for both recreational uses and more active uses, such as bicycle commuting.
 - c. Separated pedestrian and bicycle facilities.
 - d. A flexible layout which should not preclude a future transit use.
 - e. Crossing points for any street extensions into the former power plant site which maximize the safety of park users and a physical and aesthetic appearance which compliment the park design.
 - f. Substantial elements of the former industrial and rail uses should be incorporated into the park design both functionally and aesthetically.
 - g. Physical and visual connections to the existing trail system and to the former power plant site, particularly at areas of adjacent open space and pedestrian/bicycle connection points.
 - h. Additional screening as necessary, particularly for adjacent existing residential uses.
 - i. Selective clearing of vegetation and grade changes to allow physical and visual connections.
 - j. Enhance the tree canopy and underplanting in terms of additional planting, species diversity and the creation of visually stimulating landscape which includes strong seasonal interest.
 - k. Improvements to drainage and sustainable stormwater management.
 - l. Historic interpretation related to the railroad and industrial heritage.

Guidelines (Power Plant Site):

1. The design and implementation of the open space should incorporate the following elements:
 - a. A mixture of active, and passive uses.
 - b. Substantial open space areas along the waterfront, at the south-west portion of the site.
 - c. A separation of pedestrian and bicycle facilities along the waterfront which tie into the existing trail system.
 - d. Environmentally sensitive design which visually and physically compliments the location.



- e. Area(s) of open space shall be of high-quality design and implementation which reinforce the site's distinction and character as a former industrial site. This may involve utilizing large-scale industrial elements of the site in creative adaptive re-use to tell the story of the site. The industrial elements should help to merge the open space and built development on site; should address the site's Waterfront location and reflect the large-scale character of the site.
- f. In order to implement the goals of the Eco-District to maximize tree canopy as an environmental service to improve carbon sequestration and stormwater retention, identify areas of the site which are suitable for both fast growing tree species and large canopy tree species. At these areas, tree species selection should be based on the environmental performance of trees, with significant plantings of both fast growing species and, separately, very large canopy species.
- g. Historic interpretation related to the site's history as it is representative of the overall development of OTN.

6.3 New Development - Private Open Space

Standards

1. Public open spaces in residential development shall be visible and clearly accessible from the street.

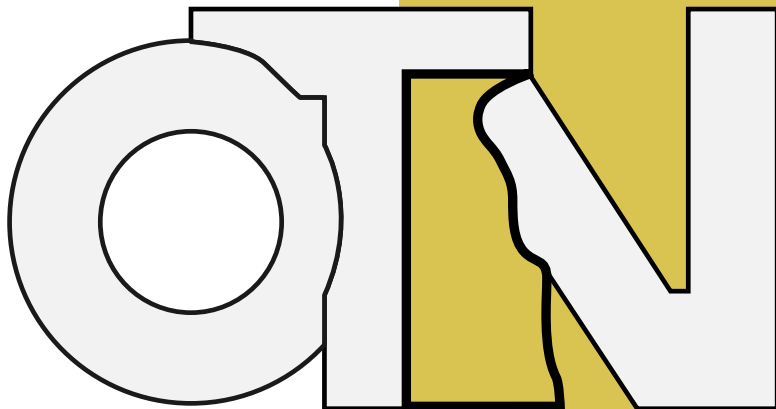
Guidelines:

1. New development and redevelopment sites should offer a mix of ground-level and rooftop open space.
2. Residential development should consider including publicly accessible open space, particularly ground level, as part of the provided open space.
3. Recreational open and public spaces are encouraged to be provided by individual properties for the use of building occupants. Design features should include (but not be limited to):
 - Common indoor and outdoor spaces for resident use included as part of development.
 - Roof gardens, balconies, terraces, decks, and recreation rooms.
 - Options for group and individual enjoyment.
4. Rooftop amenity space areas on buildings in close proximity to adjoining properties should be designed in a compatible manner to prevent adverse effects of noise and light.
5. As part of the new multi-family, office, or hotel buildings, explore providing a community meeting space.



7

SUSTAINABILITY



CHAPTER 7: SUSTAINABILITY

The Sustainability Design Standards and Guidelines are intended to reduce negative impacts on the environment, and optimize building performance to improve the health and comfort of residents and workers. These Design Standards and Guidelines are intended to be used in conjunction with the City's Environmental Action Plan, the City of Alexandria Green Building Policy and the Eco-City Charter, as well as the plans and policies listed in Chapter 10.

7.1 Guidelines for Site Design:

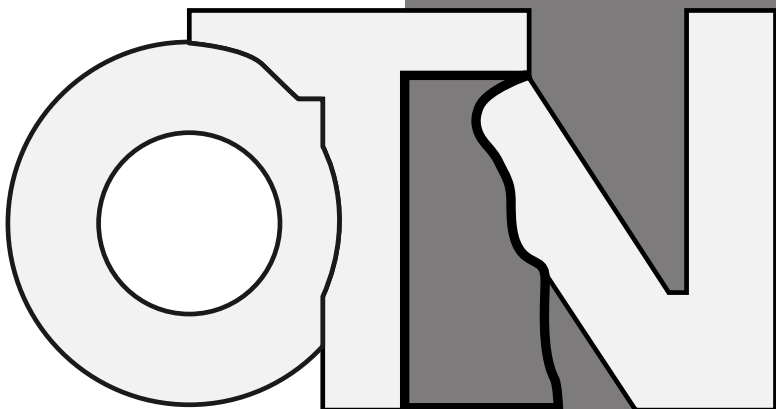
1. Incorporate sustainable building practices in the site design such as orienting buildings to effectively benefit from sunlight exposure, solar energy collection, wind energy collection, and positive air flow within the building.
2. Implement stormwater management through green infrastructure and low-impact development such as bio-retention gardens, green roofs and permeable paving materials to reduce stormwater runoff. See Green Infrastructure Standards and Guidelines in Section 5.5.
3. New and re-development projects should aim to increase the tree canopy coverage on-site and/or contribute to off-site trees in the plan area.

7.2 Guidelines for Building Design:

1. Prioritize energy efficiency and green building practices to reduce the overall carbon footprint.
2. Incorporate green roofs and high-reflectance building materials to mitigate the heat island effect, reduce building energy consumption, and manage stormwater.
3. Opportunities for rain water harvesting and re-use should be implemented within building systems. Low-flow fixtures and water re-use strategies should be used to conserve water.
4. New parking facilities should include parking spaces dedicated to electric vehicles.



APPENDICES & GLOSSARY



APPENDIX I: STREETS

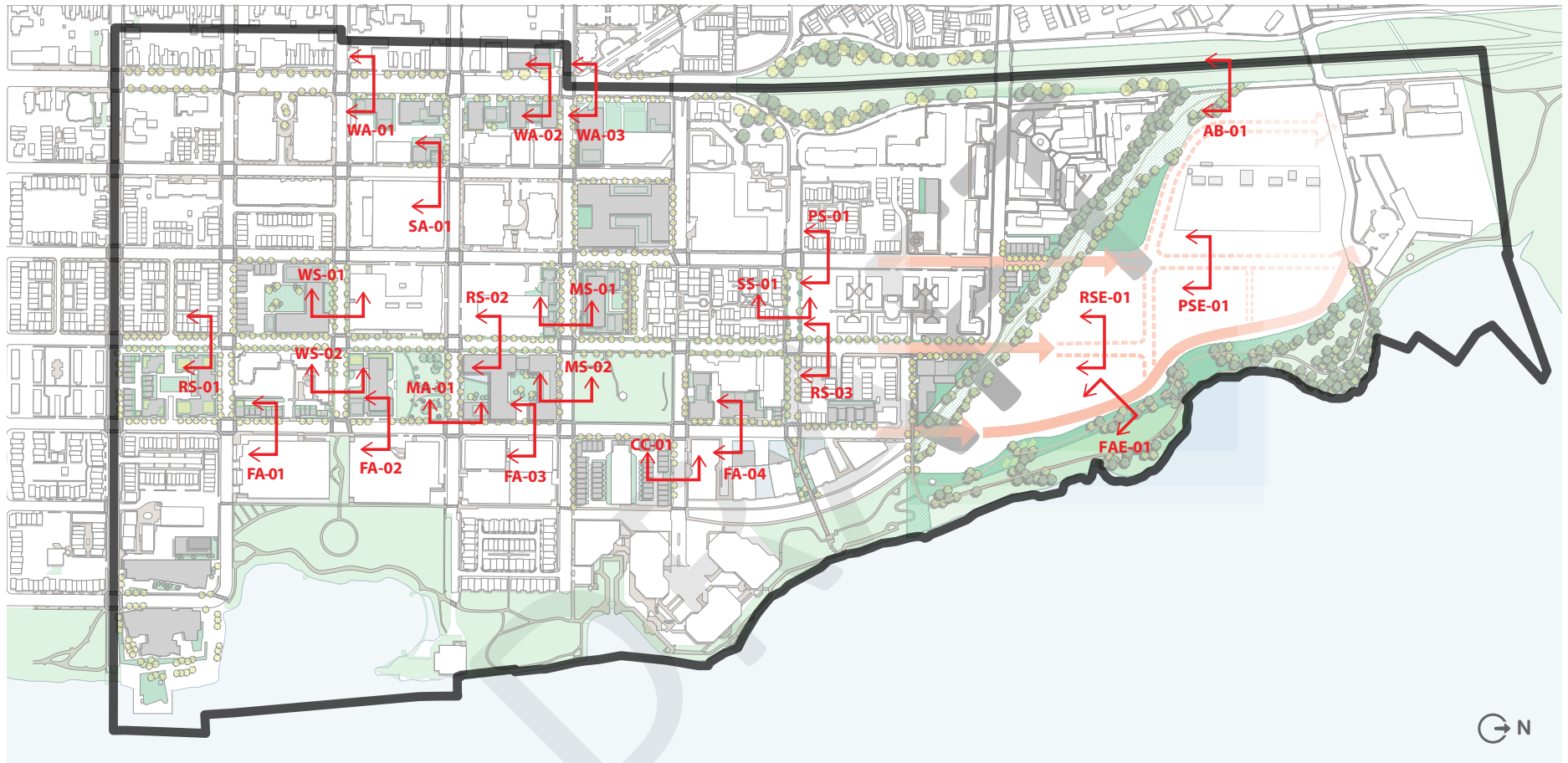


Figure I.01: Street Section Locations

* Note: The potential buildings, open spaces, and roof-top open spaces depicted on this drawing are for illustrative purposes. The final design and configuration of buildings, open spaces and roof-top open spaces will be subject to the OTN SAP Update, the OTN Urban Design Standards and Guidelines, the Zoning Ordinance as amended, and as part of the development review process.

I.1 LIST OF STREET SECTIONS

NORTH-SOUTH STREETS

FA-01 N. FAIRFAX ST @ 600 BLOCK
 FA-02 N. FAIRFAX ST @ 700 BLOCK
 FA-03 N. FAIRFAX ST @ 800 BLOCK
 FA-04 N. FAIRFAX ST @ 1000 BLOCK
 FAE-01 N. FAIRFAX ST PROPOSED EXTENSION (TO BE DEVELOPED)

RS-01 N. ROYAL ST @ 500 BLOCK
 RS-02 N. ROYAL ST @ 800 BLOCK
 RS-03 N. ROYAL ST @ 1100 BLOCK
 RSE-01 N. ROYAL ST PROPOSED EXTENSION (TO BE DEVELOPED)

PS-01 N. PITT ST @ 1100 BLOCK
 PSE-01 N. PITT ST PROPOSED EXTENSION (TO BE DEVELOPED)

SA-01 N. ST ASAPH ST @ 700 BLOCK

AB-01 ABINGDON DRIVE @ PEPCO SITE

WA-01 N. WASHINGTON ST @ 700 BLOCK
 WA-02 N. WASHINGTON ST @ 800 BLOCK
 WA-03 N. WASHINGTON ST @ 900 BLOCK

EAST-WEST STREETS

WS-01 WYTHE ST @ 400 BLOCK
 WS-02 WYTHE ST @ 300 BLOCK

MS-01 MONTGOMERY ST @ 400 BLOCK (TO BE DEVELOPED)
 MS-02 MONTGOMERY ST @ 300 BLOCK (TO BE DEVELOPED)

CC-01 CANAL CENTER PLAZA

SS-01 SECOND STREET @ 400 BLOCK
 MA-01 MADISON STREET @ 300 BLOCK (TO BE DEVELOPED)

I.2 GENERAL NOTES FOR STREET SECTIONS:

1. The sections shown are for illustrative purposes with the intention of setting the streetscape dimensions and relationships. Final street section configuration will be determined as part of the development review process.
2. Land uses associated with new development are illustrative. Refer to the Planning, Land Use and Design Chapters of the OTN SAP for allowable uses at each site.
3. Building massing, including floor height, building height and number of floors is illustrative only. Final Configuration will be subject to the Standards and Guidelines herein, OTN SAP, the Zoning Ordinance as amended and the Development Review Process
4. Where annotated, measures shall be taken to preserve existing street trees. Along each block face, additional new street trees or replacement trees may also be required.
5. For each street section, the applicable notes are shown in red text.
6. Several sections illustrate the full context of both sides of the street: at a redevelopment site and the corresponding opposite side. The streetscape elements opposite a redevelopment site are frequently shown as being unchanged from the existing condition. This is not intended to preclude improvements at the location. All improvements to the streetscape shall follow the intent of these Standards and Guidelines.
7. The dimensions used in the sections are consistent with those in the City's Complete Streets Guidelines. For example, parking lanes are assumed to be 7 feet in width.

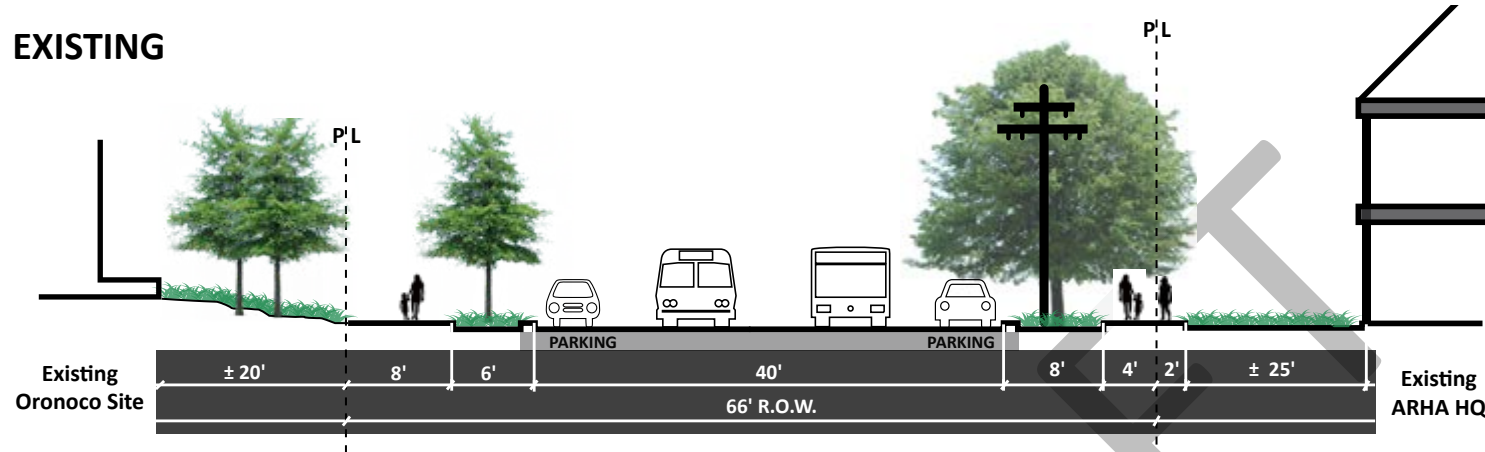
SECTION FA-01: N. FAIRFAX STREET @ 600 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
DESIGNATED TRANSIT STREET

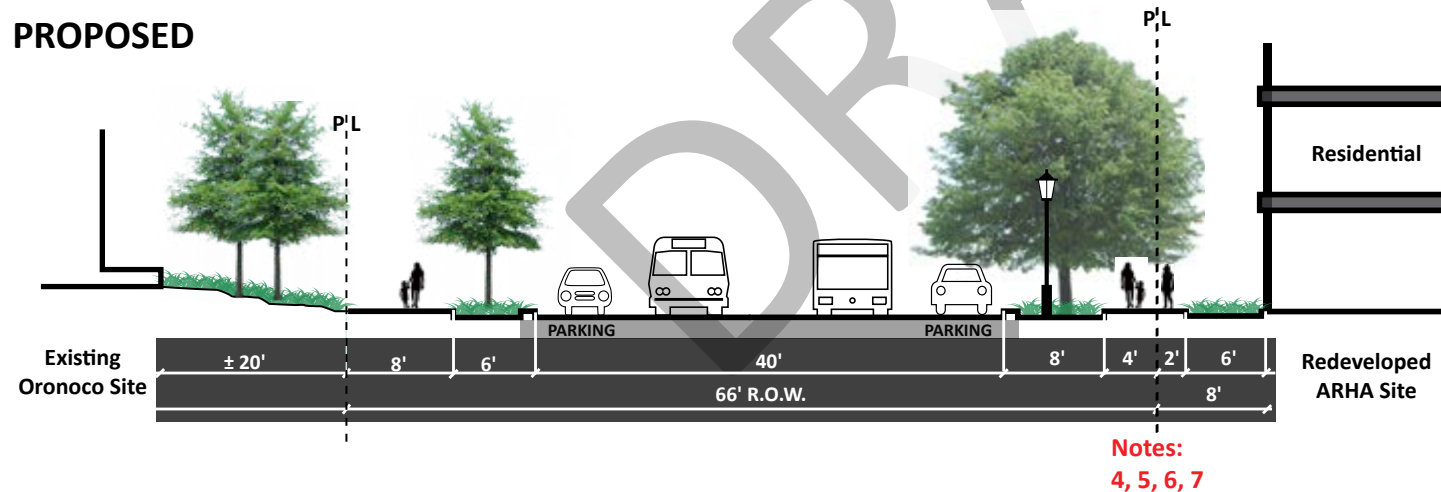
Key Map



EXISTING



PROPOSED



NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

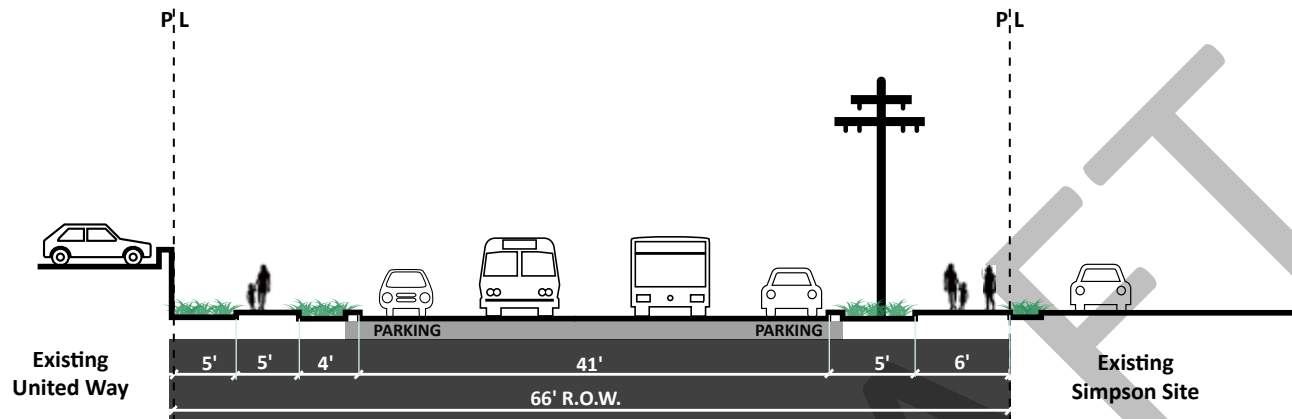
SECTION FA-02: N. FAIRFAX STREET @ 700 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
DESIGNATED TRANSIT STREET

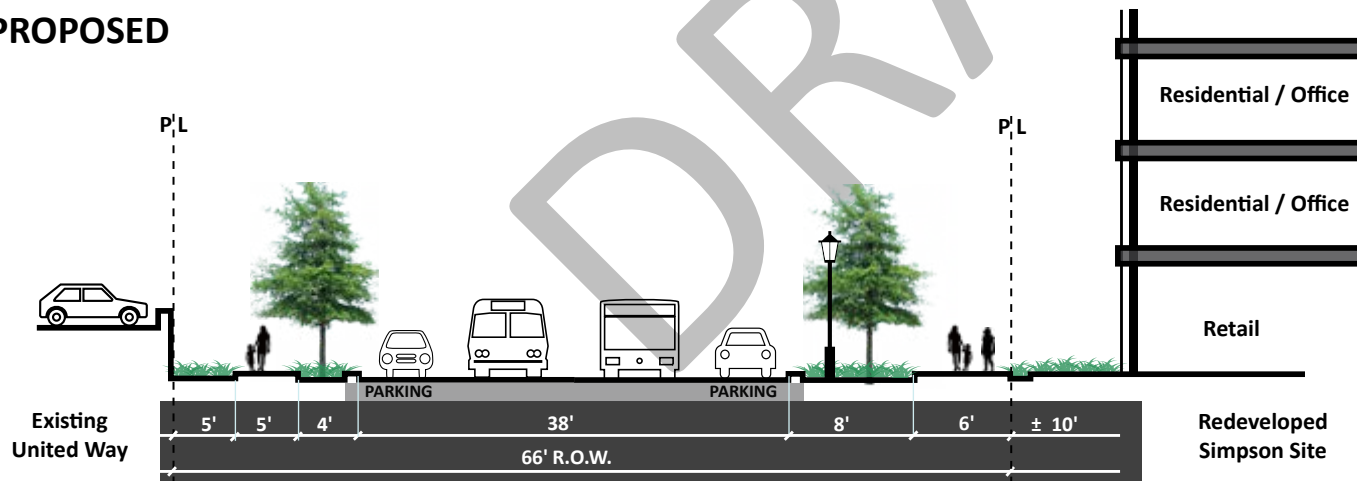
Key Map



EXISTING



PROPOSED



Note: Encourage
Activation of
Blank Wall

Notes:
1, 3, 5, 6, 12, 13

NOTES

1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
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9. **Special Paving**
10. **Potential BMPs**
11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

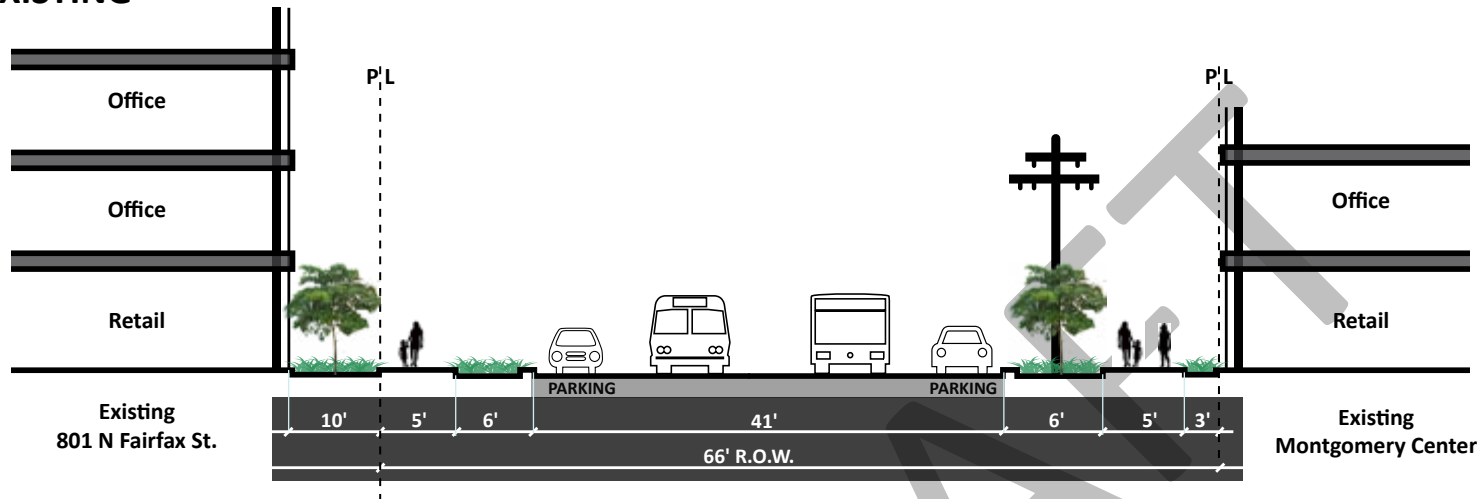
SECTION FA-03: N. FAIRFAX STREET @ 800 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
DESIGNATED TRANSIT STREET
RETAIL FOCUS AREA

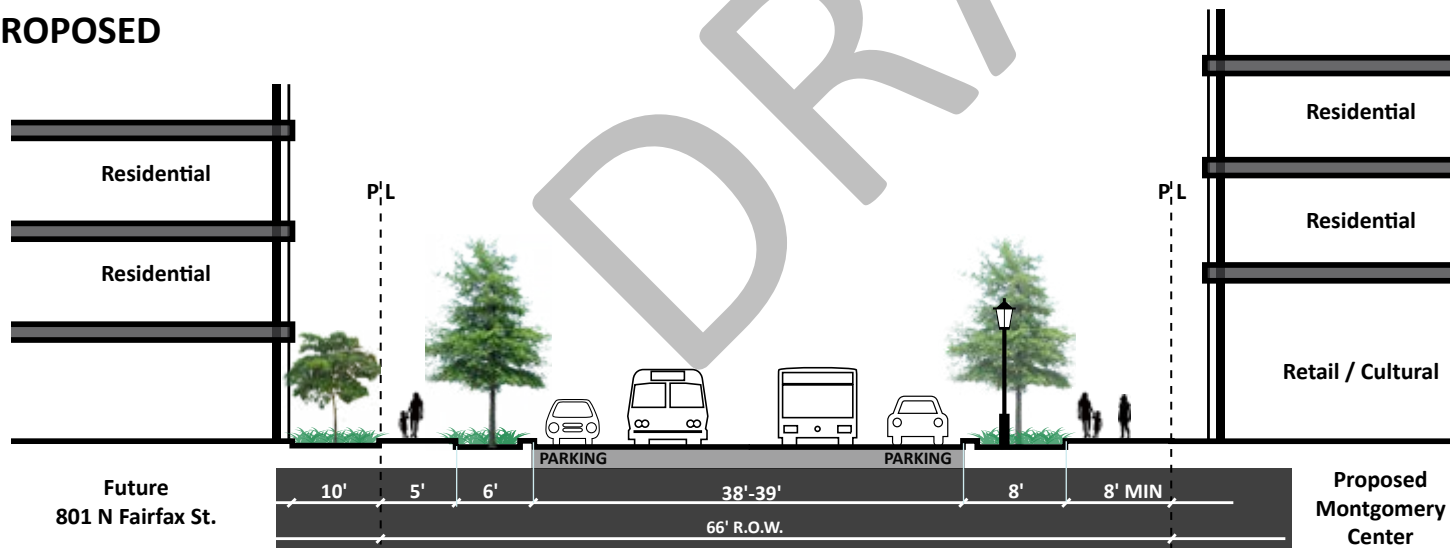
Key Map



EXISTING



PROPOSED



Notes:
4, 6

Notes:
1, 3, 5, 6, 8

NOTES

1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
3. **New/Improved Tree Wells**
4. **New/Improved Landscape Strip**
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11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

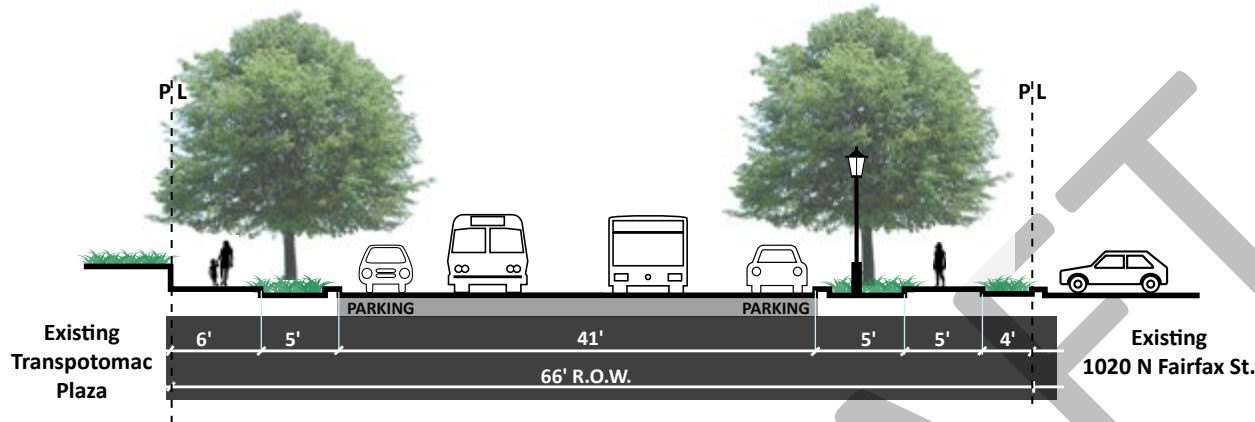
SECTION FA-04: N. FAIRFAX STREET @ 1000 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
DESIGNATED TRANSIT STREET

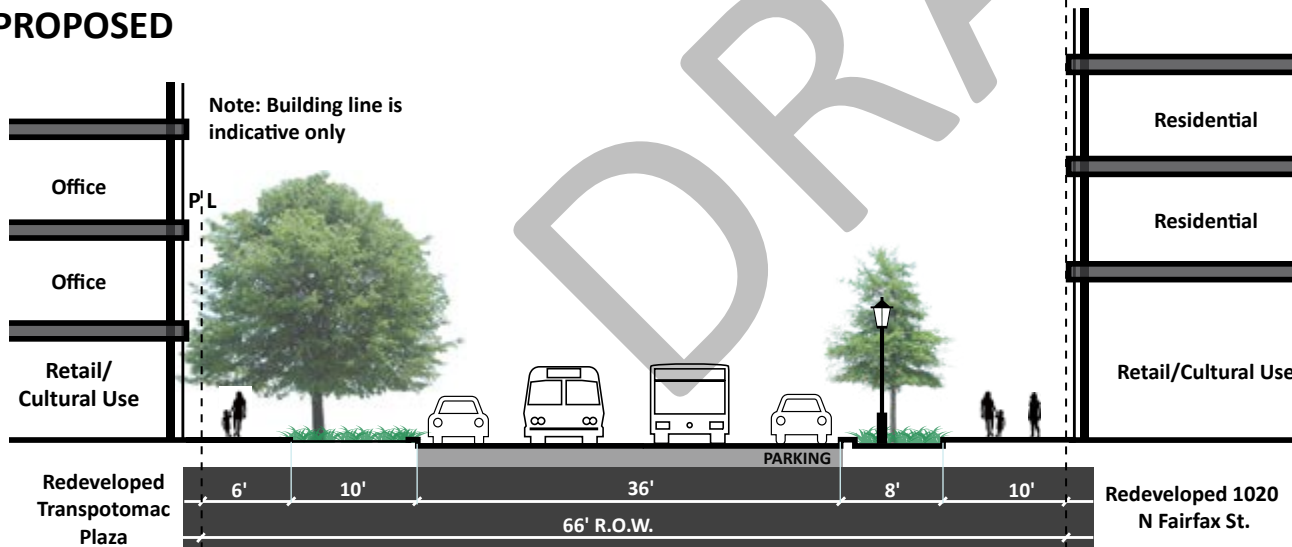
Key Map



EXISTING



PROPOSED



Notes:
1, 4, 7, 10

Notes:
2, 3, 6, 8, 10, 13

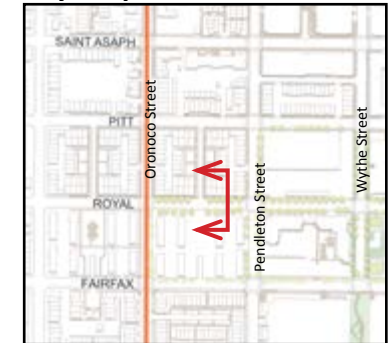
NOTES

1. Widen Sidewalk by Moving Curb
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13. Curb Extensions at Intersections

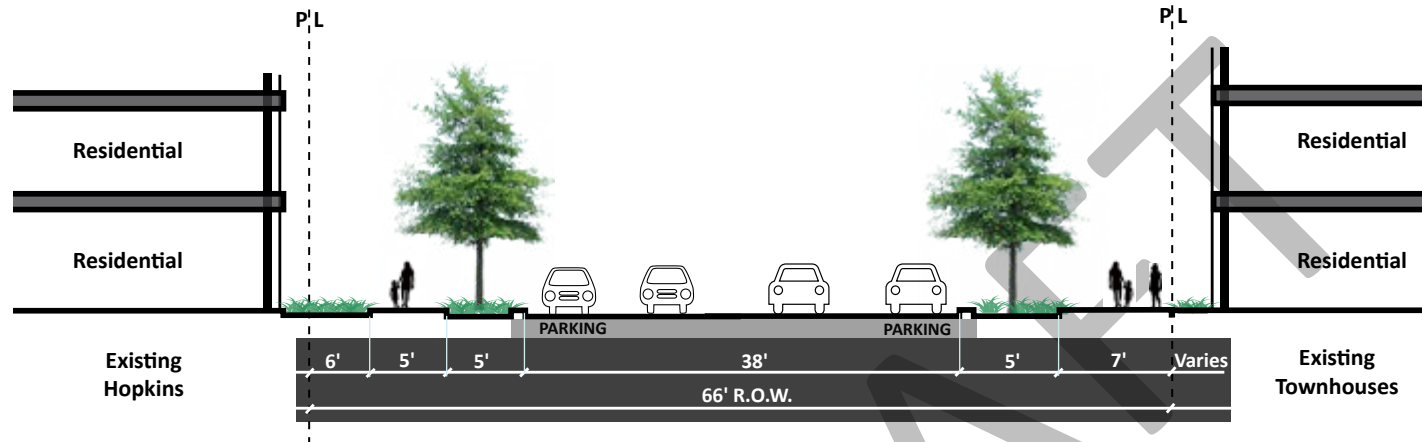
SECTION RS-01: N. ROYAL STREET @ 500 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
BICYCLE NETWORK
GREEN STREET

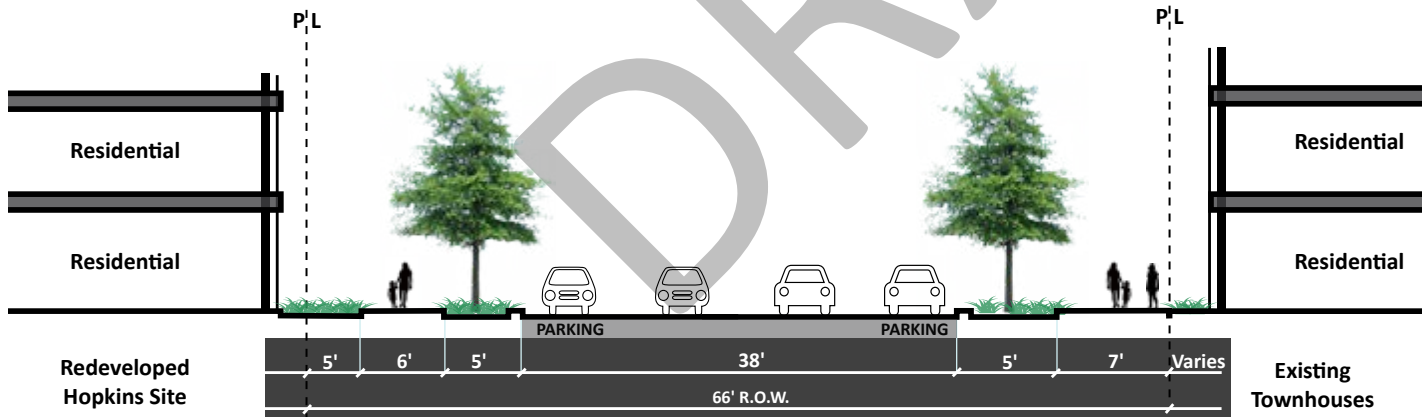
Key Map



EXISTING



PROPOSED



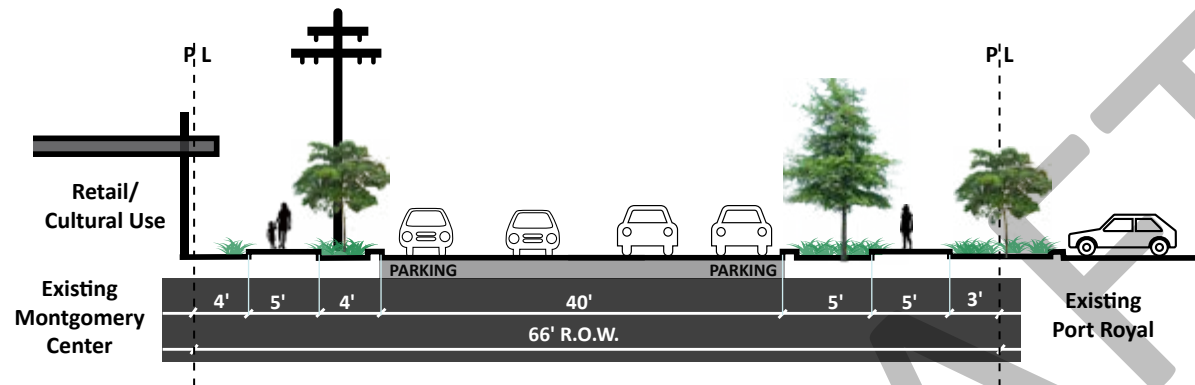
Notes:
2, 4, 6, 7, 11

NOTES

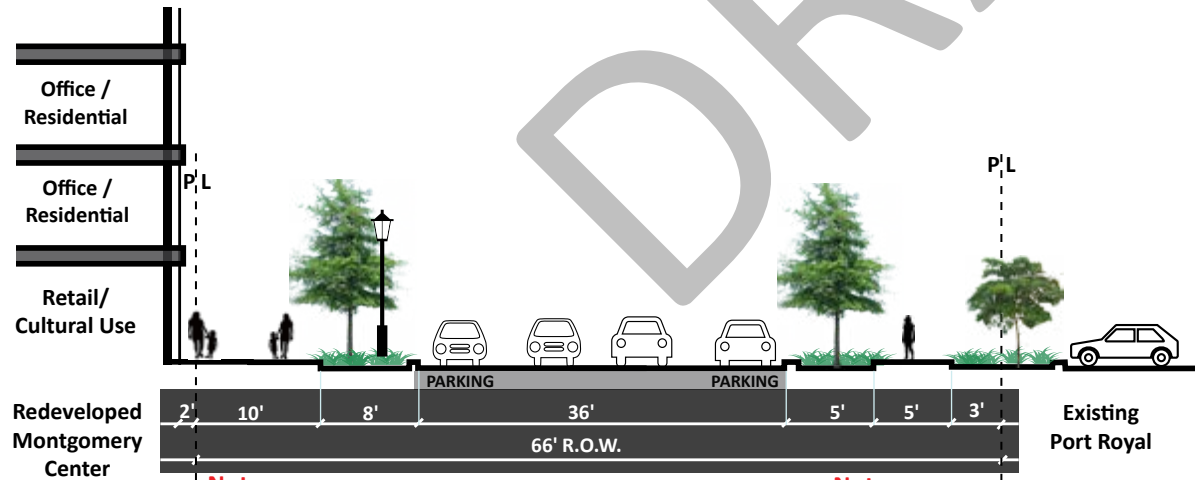
1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION RS-02: N. ROYAL STREET @ 800 BLOCK

EXISTING



PROPOSED

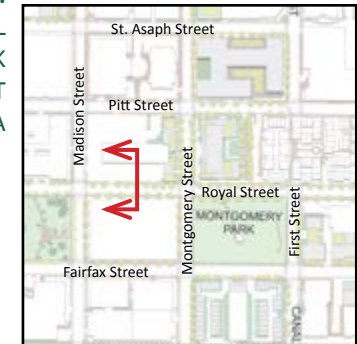


Notes:
1, 3, 5, 6, 8, 12, 13

Notes:
6, 11, 13

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
BICYCLE NETWORK
GREEN STREET
RETAIL FOCUS AREA

Key Map



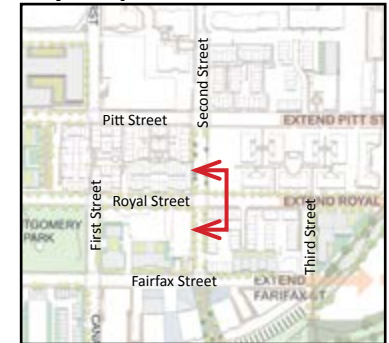
NOTES

1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
3. **New/Improved Tree Wells**
4. **New/Improved Landscape Strip**
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9. **Special Paving**
10. **Potential BMPs**
11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

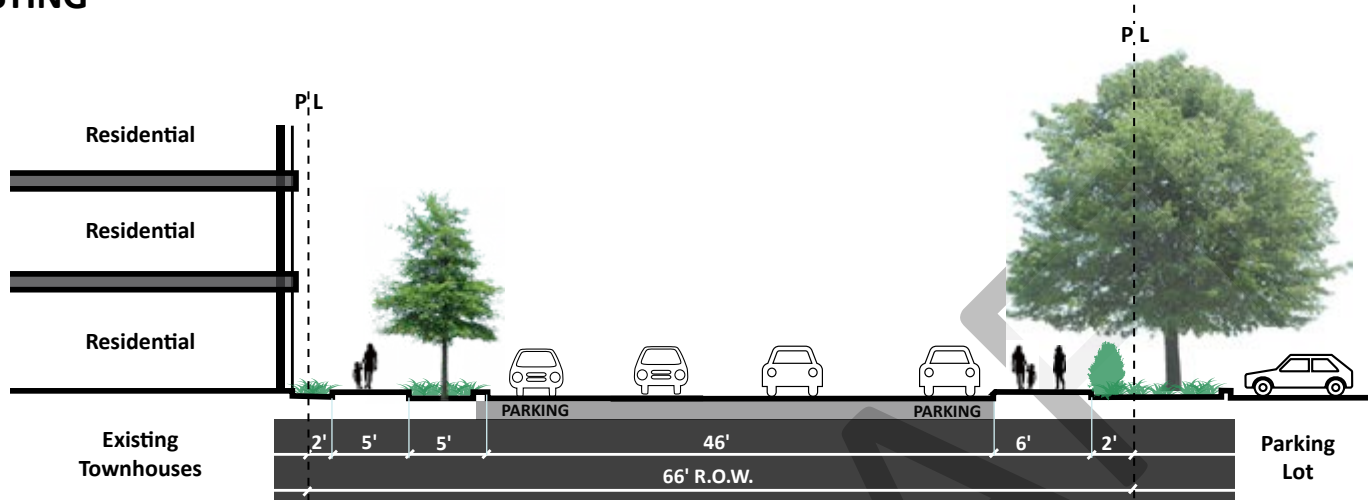
SECTION RS-03: N. ROYAL STREET @ 1100 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
BICYCLE NETWORK
GREEN STREET

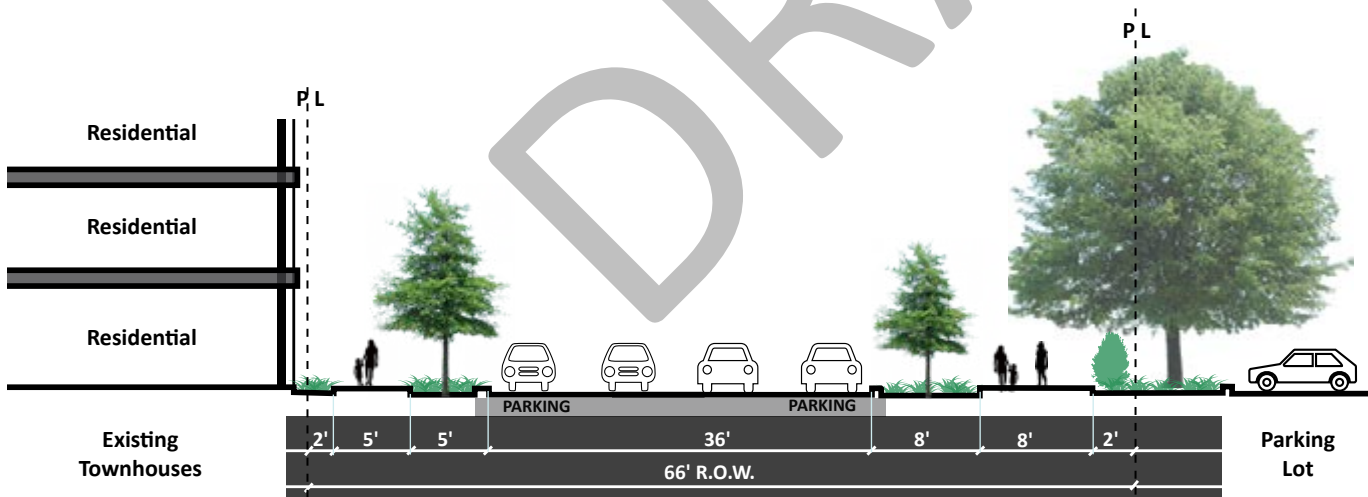
Key Map



EXISTING



PROPOSED



Notes:
1, 4, 6, 10, 11, 13

NOTES

1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
3. **New/Improved Tree Wells**
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12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

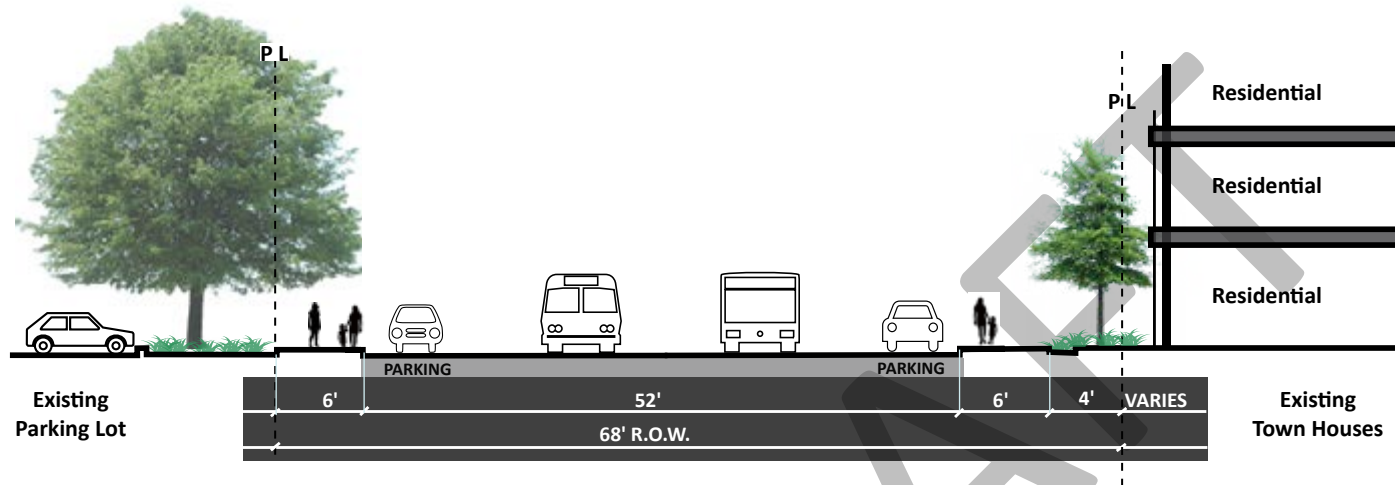
SECTION PS-01: N. PITT STREET @ 1100 BLOCK

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL

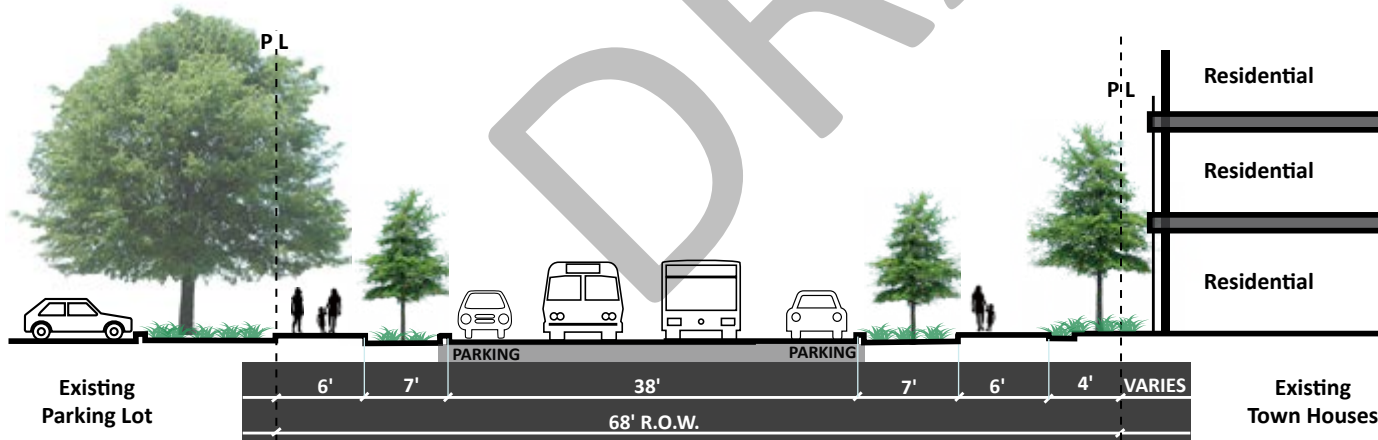
Key Map



EXISTING



PROPOSED



Notes:
1, 4, 6, 7, 10, 11, 13

Notes:
1, 4, 6, 7, 10, 11, 13

NOTES

1. **Widen Sidewalk by Moving Curb**
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11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

SECTION SA-01: N. ST. ASAPH STREET @ 700 BLOCK

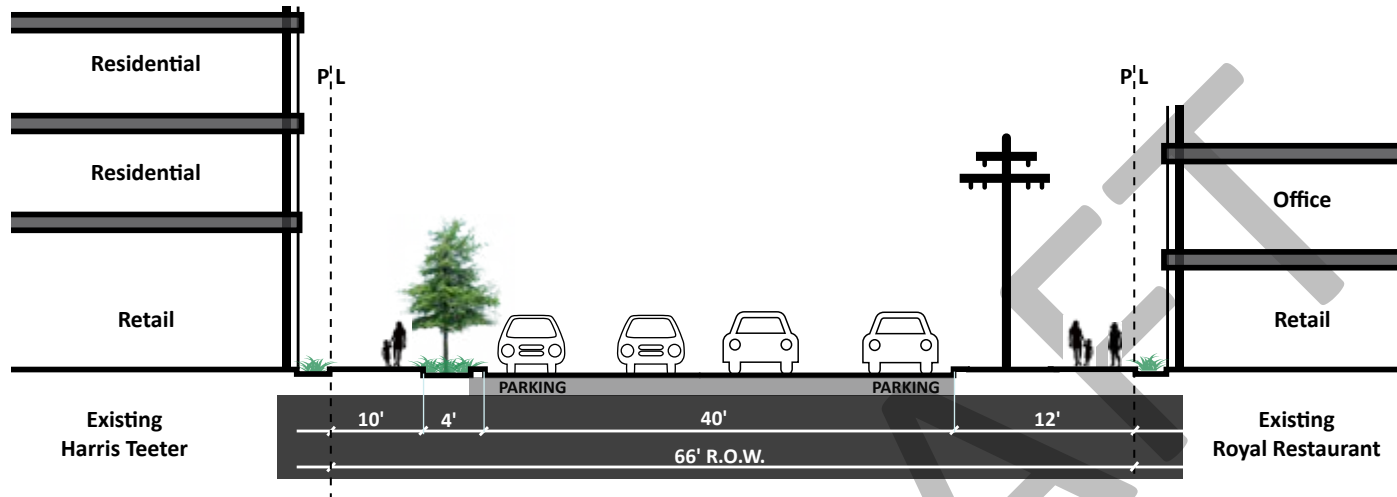
STREET TYPOLOGY:
MAIN STREET

RETAIL FOCUS AREA

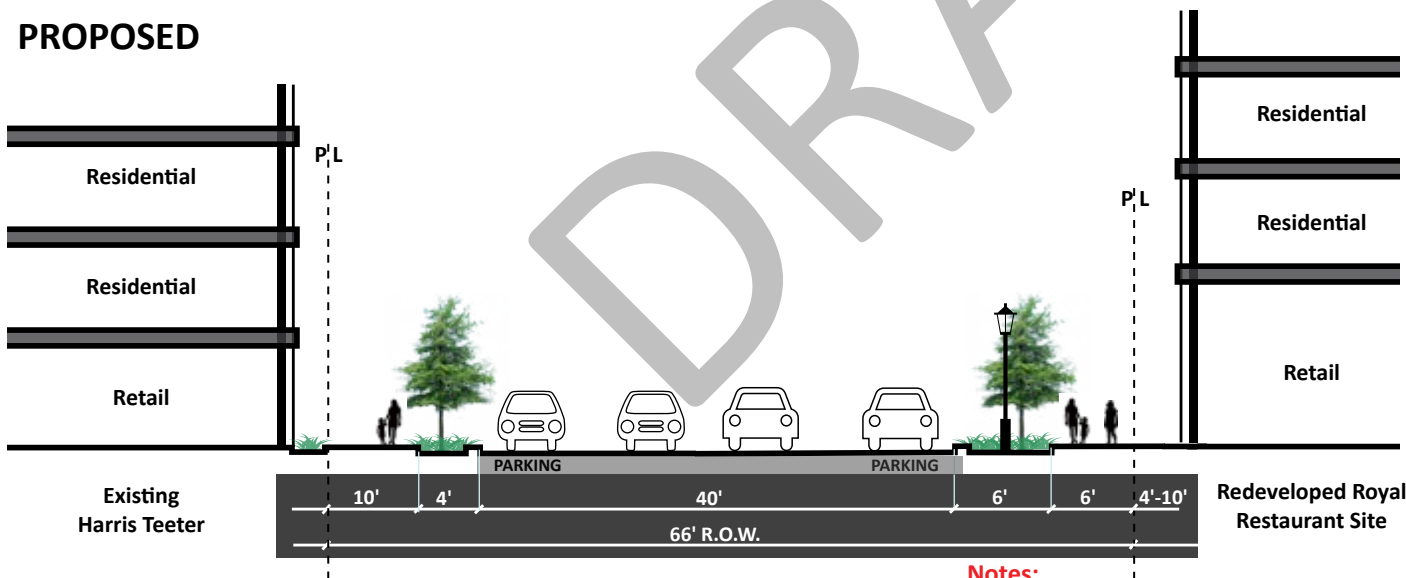
Key Map



EXISTING



PROPOSED



Notes:
3, 4, 5, 6, 8, 12,13

NOTES

1. Widen Sidewalk by Moving Curb
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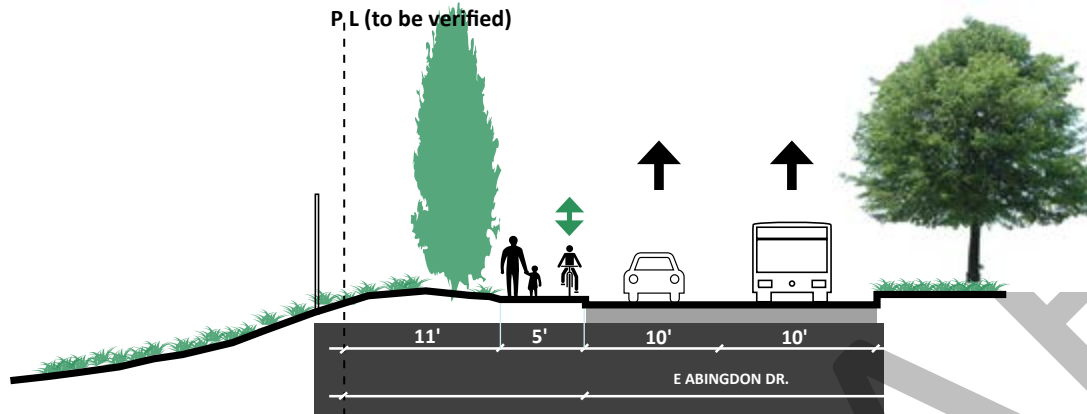
SECTION AB-01: ABINGDON DRIVE @ PEPCO SITE

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
DESIGNATED TRANSIT STREET

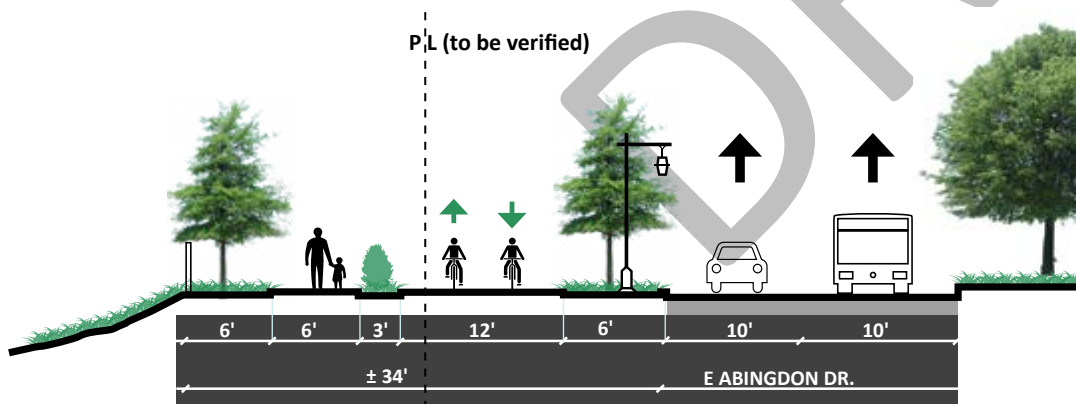
Key Map



EXISTING



PROPOSED



Notes:
2, 4, 6, 12

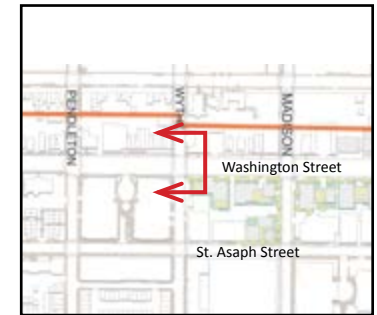
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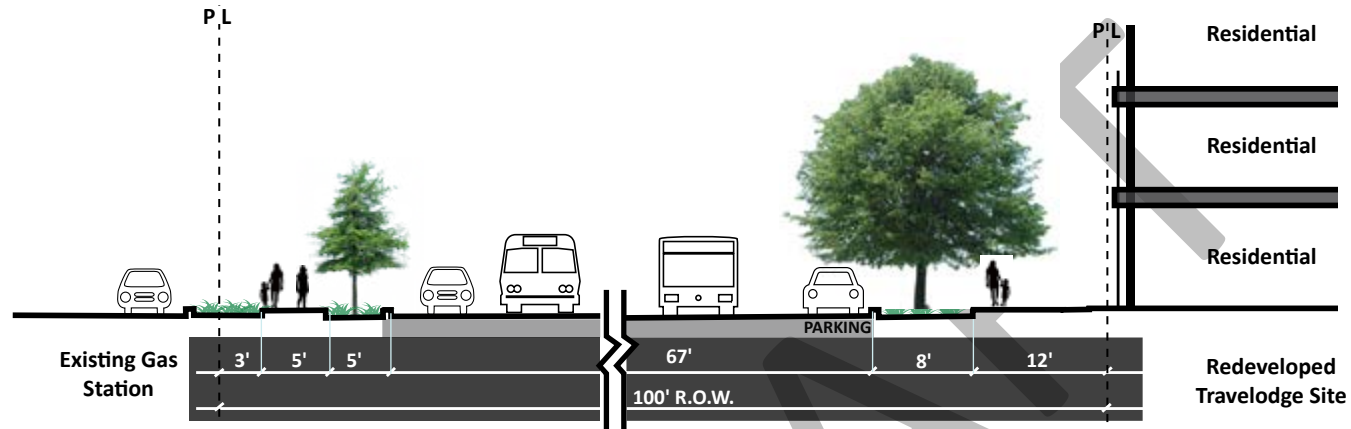
SECTION WA-01: N. WASHINGTON STREET @ 700 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

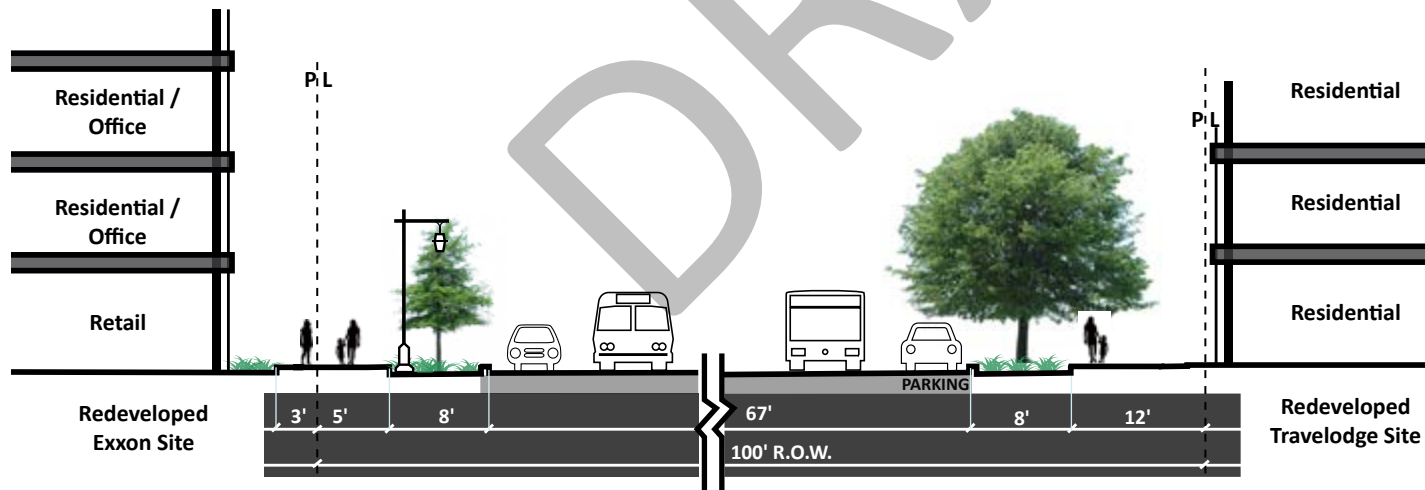
Key Map



EXISTING



PROPOSED



Notes:
2, 4, 6, 7, 8, 11, 12

Notes:
2, 4, 6, 7, 8, 11, 12

NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
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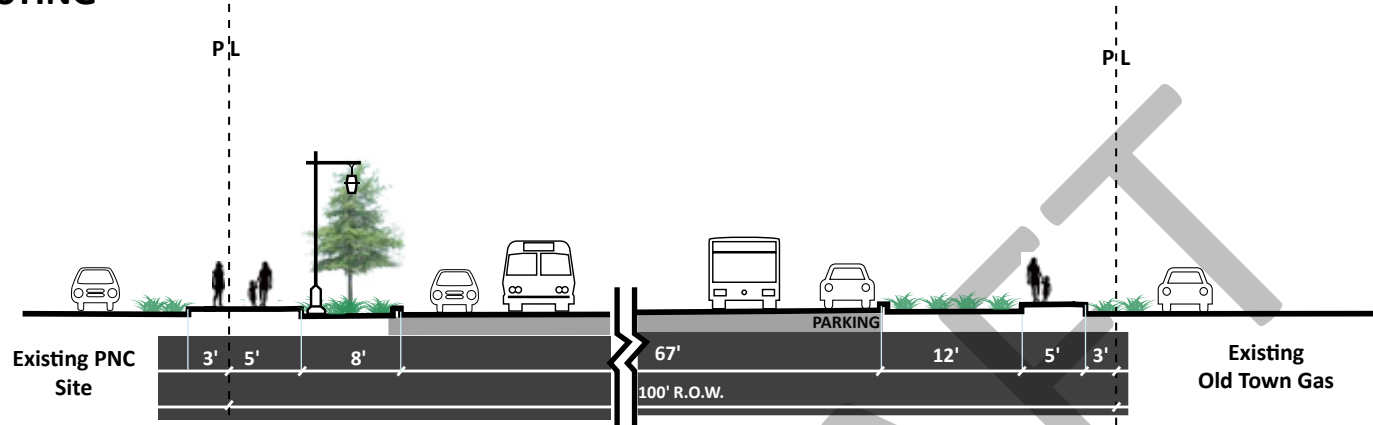
SECTION WA-02: N. WASHINGTON STREET @ 800 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

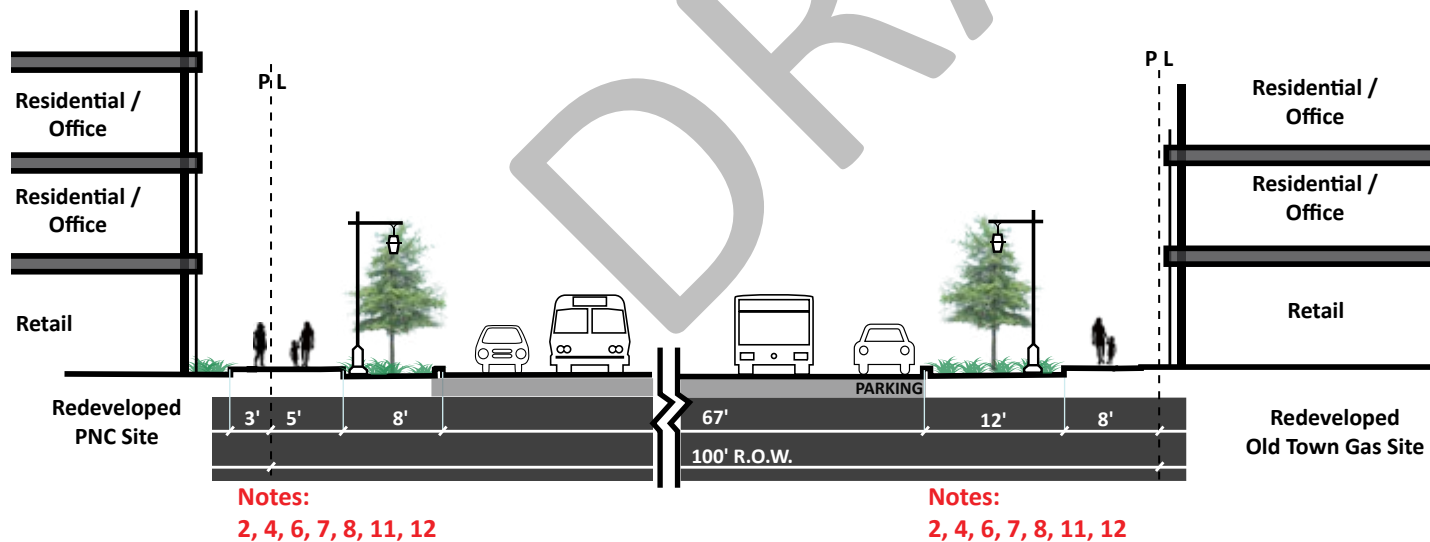
Key Map



EXISTING



PROPOSED



NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
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13. Curb Extensions at Intersections

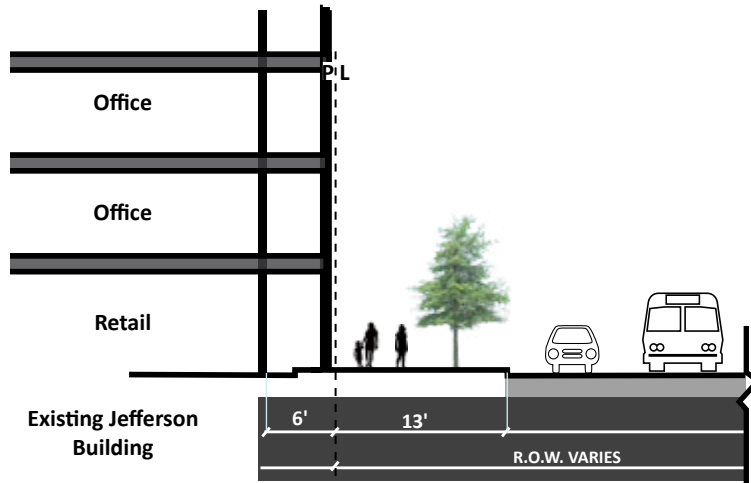
SECTION WA-03: N. WASHINGTON STREET @ 900 BLOCK

STREET TYPOLOGY:
MAIN STREET
DESIGNATED TRANSIT STREET

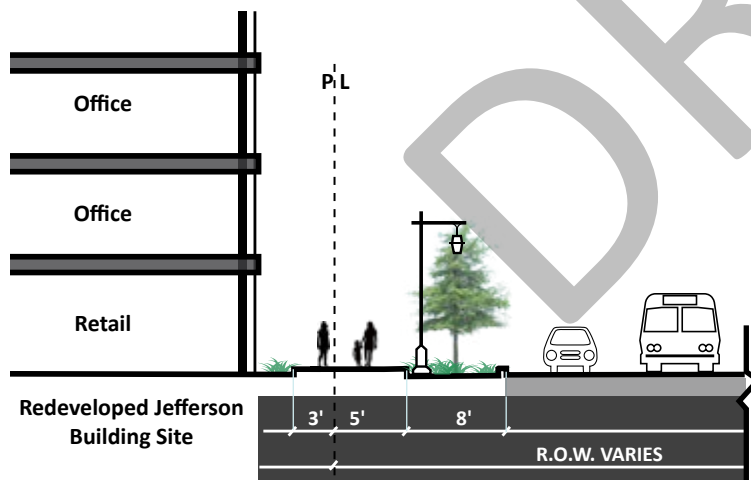
Key Map



EXISTING



PROPOSED



Notes:
2, 4, 6, 7, 8, 11, 12

NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION WS-01: WYTHE STREET @ 400 BLOCK

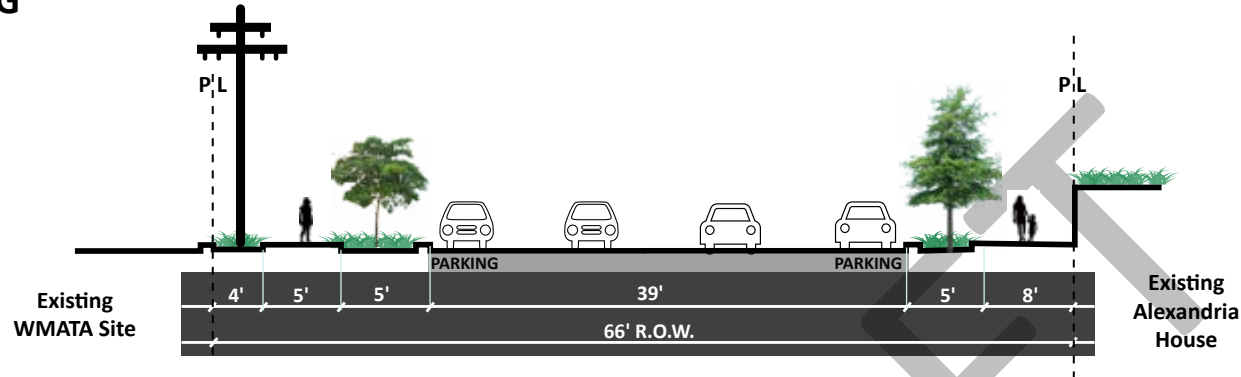
STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL

GREEN STREET

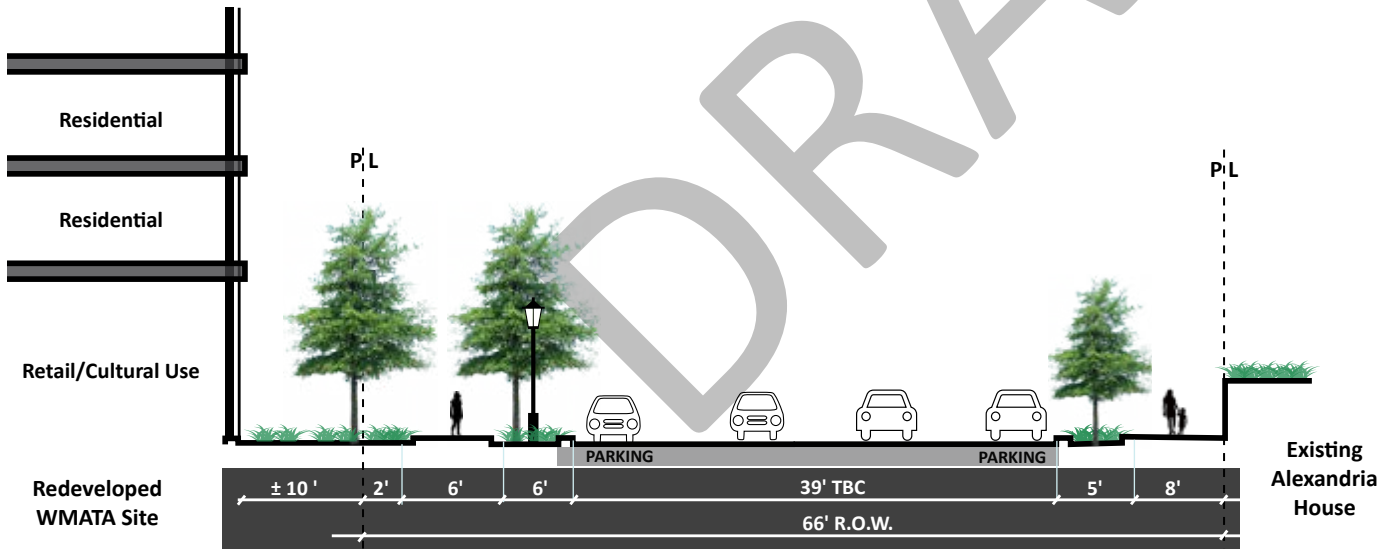
Key Map



EXISTING



PROPOSED



Notes:
1, 3 or 4, 6, 8, 11, 12, 13

Notes:
Encourage Activation of
Blank Wall

NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

SECTION WS-02: WYTHE STREET@ 300 BLOCK

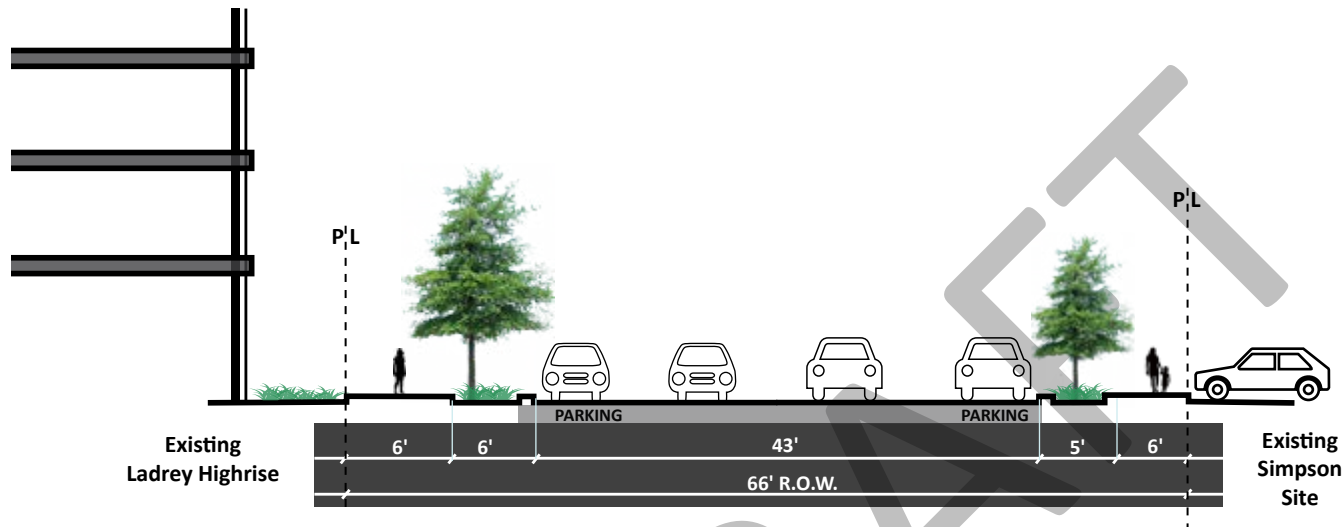
STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL

GREEN STREET

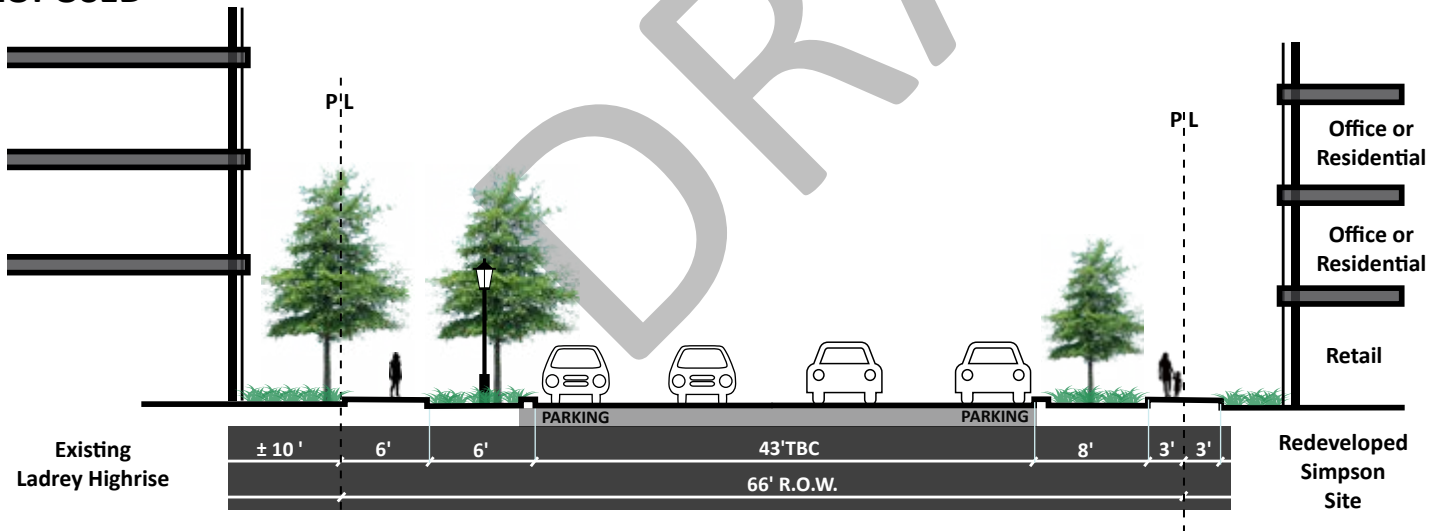
Key Map



EXISTING



PROPOSED



Notes:
1, 3 or 4, 6, 8, 11, 12, 13

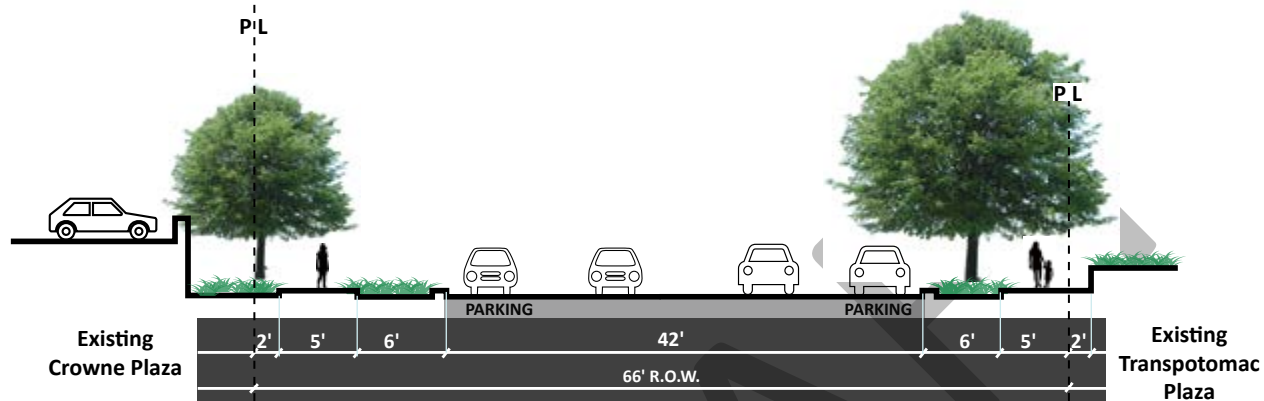
NOTES

1. **Widen Sidewalk by Moving Curb**
2. **Widen Sidewalk without Moving Curb**
3. **New/Improved Tree Wells**
4. **New/Improved Landscape Strip**
5. **Remove Utility Poles**
6. **New Street Trees**
7. **Measures to Retain Existing Trees**
8. **Install Brick Sidewalk**
9. **Special Paving**
10. **Potential BMPs**
11. **Enhanced Planting**
12. **Replacement Lighting**
13. **Curb Extensions at Intersections**

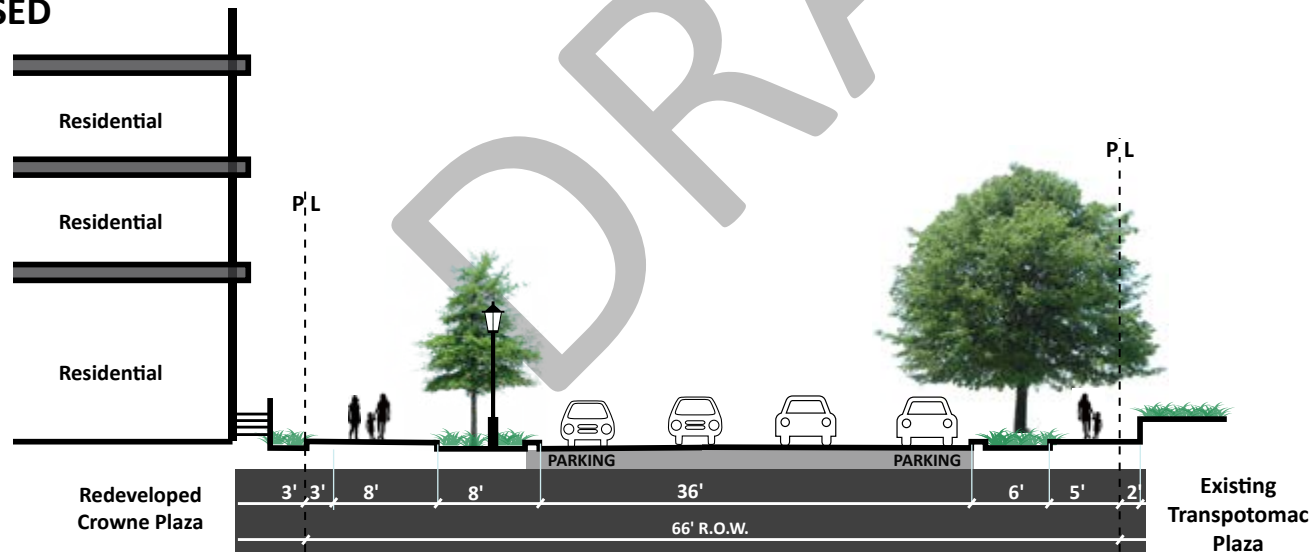
SECTION CC-01: CANAL CENTER PLAZA

EXISTING

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL



PROPOSED



Notes:
1, 4, 6, 8, 12

Key Map



NOTES

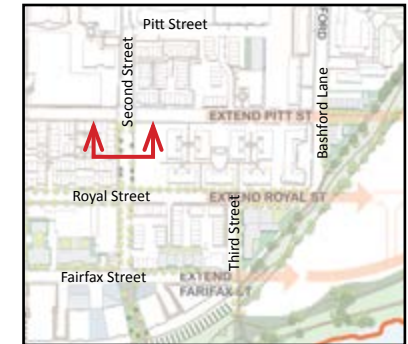
1. **Widen Sidewalk by Moving Curb**
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. **New/Improved Landscape Strip**
5. Remove Utility Poles
6. **New Street Trees**
7. Measures to Retain Existing Trees
8. **Install Brick Sidewalk**
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. **Replacement Lighting**
13. Curb Extensions at Intersections

SECTION SS-01: SECOND STREET @ 400 BLOCK

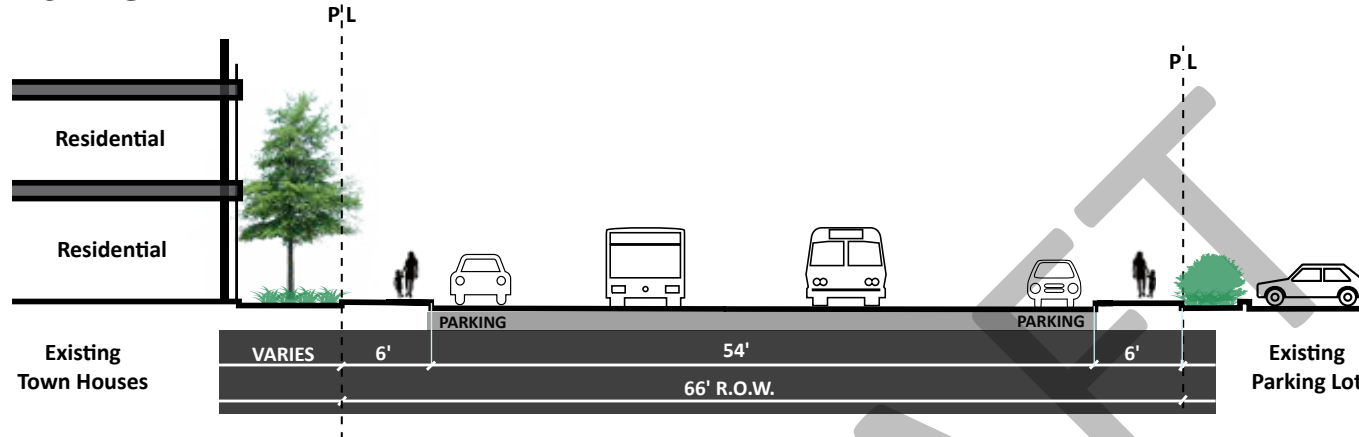
WORKING DRAFT

STREET TYPOLOGY:
NEIGHBORHOOD RESIDENTIAL
POTENTIAL BICYCLE NETWORK

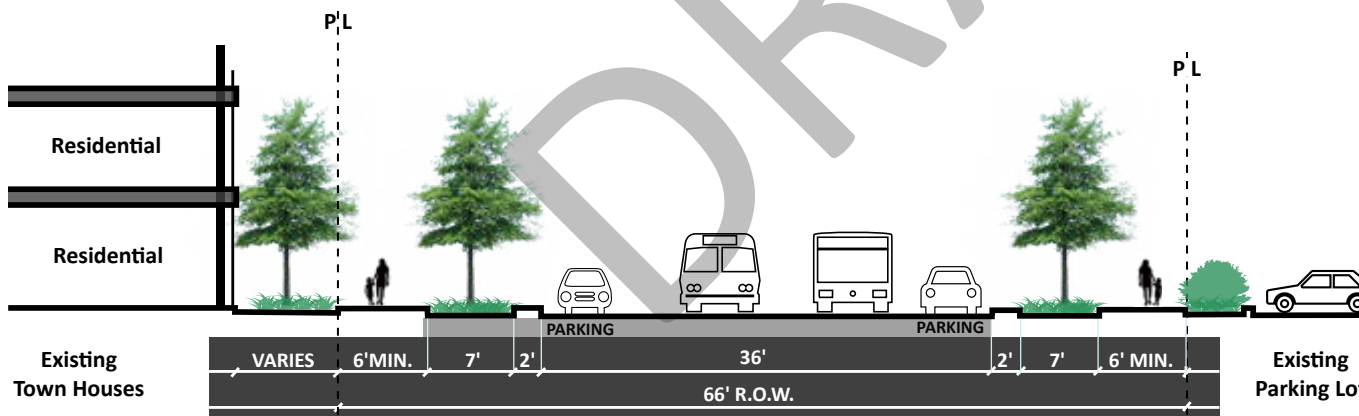
Key Map



EXISTING



PROPOSED



Notes:
1, 3, 4, 6, 10, 11, 13

Notes: Second Street is a planned
City Green Infrastructure
Demonstration Project

Notes:
1, 3, 4, 6, 10, 11, 13

NOTES

1. Widen Sidewalk by Moving Curb
2. Widen Sidewalk without Moving Curb
3. New/Improved Tree Wells
4. New/Improved Landscape Strip
5. Remove Utility Poles
6. New Street Trees
7. Measures to Retain Existing Trees
8. Install Brick Sidewalk
9. Special Paving
10. Potential BMPs
11. Enhanced Planting
12. Replacement Lighting
13. Curb Extensions at Intersections

APPENDIX II: RELATED POLICIES

The Old Town North Urban Design Standards and Guidelines are intended to supplement the Old Town North Small Area Plan Update. The provisions of these standards, when in conflict with other codes and standards, shall take precedence for issues related to urban design and architectural design; however, these provisions shall not supercede any existing Building Code, Fire Code and/or other standards which relate to life threatening and/or health issues.

PLANNING

Old Town North Small Area Plan Update

[City of Alexandria Zoning Ordinance](#)

[2010 Strategic Plan](#)

[Green Sidewalks BMP Design Guidelines](#)

[BAR Design Guidelines](#)

[Washington Street Standards](#)

TRANSPORTATION

[Alexandria Complete Streets Design Guidelines](#)

[Complete Streets Policy](#)

[Comprehensive Transportation Master Plan](#)

[Pedestrian and Bicycle Mobility Plan](#)

INFRASTRUCTURE AND ENVIRONMENTAL SUSTAINABILITY

[Eco-City Charter 2008](#)

[Environmental Action Plan 2030](#)

[Energy and Climate Change Action Plan](#)

[Water Quality Management Supplement](#)

[Long Term Control Plan](#)

[Stormwater Management Plan](#)

PARKS, RECREATION AND CULTURAL ACTIVITIES

[Landscape Guidelines](#)

[Urban Forestry Master Plan](#)

[Natural Resource Management Plan](#)

[Citywide Parks Improvement Plan](#)

HOUSING

[Housing Master Plan](#)

[The Alexandria of our Future \(Strategic Plan on Aging, 2013-2017\)](#)

[Alexandria Children and Youth Master Plan 2014](#)

APPENDIX III: GLOSSARY OF TERMS

- **Art and Cultural District:** Any locality may, by ordinance, establish within its boundaries one or more arts and cultural districts for the purpose of increasing awareness and support for the arts and culture in the locality. The locality may provide incentives for the support and creation of arts and cultural venues in each district. The locality may also grant tax incentives and provide certain regulatory flexibility in each arts and cultural district. The tax incentives for each district may be provided for up to 10 years and may include, but not be limited to: (i) reduction of permit fees; (ii) reduction of user fees; (iii) reduction of any type of gross receipts tax; and (iv) rebate of real estate property taxes. The extent and duration of such incentive proposals shall conform to the requirements of the Constitutions of Virginia and of the United States. Each locality may also provide for regulatory flexibility in each district that may include, but not be limited to: (i) special zoning for the district; (ii) permit process reform; (iii) exemption from ordinances; and (iv) any other incentive adopted by ordinance, which shall be binding upon the locality for a period of up to 10 years. (Source: Commonwealth of Virginia Code § 15.2-1129.1.)
- **Best Management Practice (BMP):** A BMP is “a practice or combination of practices that are determined to be the most effective and practicable (including technological, economic, and institutional considerations) means of controlling point and non-point source pollutants at levels compatible with environmental quality goals.” (Source: EPA online vocabulary catalog. Epa.gov)
- **Best Management Practice for Storm Water Management (Storm Water Management BMP):** Storm water management BMPs are control measures taken to mitigate changes to both quantity and quality of urban runoff. Generally these BMPs focus on water quality problems caused by increased impervious surfaces. These BMPs are designed to reduce storm water volume, peak flows, and/or non-point source pollution through evapotranspiration, infiltration, detention, and filtration or biological and chemical actions. These BMPs also can improve receiving-water quality by extending the duration of outflows in comparison to inflow duration in order to dilute the storm water discharged into a larger volume of upstream flow. (Source: Wikipedia)
- **Bicycle Facility:** A general term denoting infrastructure improvements and provisions that accommodate and/or encourage bicycling. Some examples include bicycle racks, bicycle lanes, trails and shared lane markings (sharrows). (Source: COA Transportation Master Plan, Pedestrian and Bicycle Chapter)
- **Building:** A structure (such as a house, hospital, school, etc.) with a roof and walls that is used as a place for people to live, work, do activities, store things. (Source: Merriam-Webster Dictionary)
- **Building Envelope:** The volume of space for building as defined by the minimum setbacks and the maximum allowable height. (Source: Quizlet Glossary of Urban Planning Terms)
- **Building Footprint:** The outline of the total area covered by a building or structure's perimeter at the ground level. (Source: Quizlet Glossary of Urban Planning Terms)
- **Building Mass:** The three-dimensional bulk of a building: height, width, and depth. (Source: Quizlet Glossary of Urban Planning Terms)
- **Charrette:** A Charrette is a design-based, accelerated, collaborative project management system. It is a flexible, three-stage process that can be customized for a given project. Stage 1 – Research, Education, and Charrette Preparation; Stage 2 - Charrette; and Stage 3 – Post Charrette Activities. (Source: National Charrette Institute)
- **Combined Sewer Outfall:** There are two types of storm sewer systems in the COA, a Separate Sanitary Sewer System (SSSS), and a Combined Sewer System (CSS). A SSSS consists of two pipes: one pipe conveys storm water runoff (rain water) from storm drains to local waterways with little or no treatment to remove pollutants. The other pipe conveys sanitary sewage to the local wastewater treatment plant operated by Alexandria Renew Enterprises. A CSS has only one pipe which conveys both sanitary sewage and storm water to a local wastewater treatment plant. During dry weather, all raw sewage flows to the treatment plant. When it rains, the pipe can become overloaded with polluted storm water. This mixture of storm water (about 90%) and raw sewage may overflow into local streams through the end of the pipe, or the Combined Sewer Outfall (CSO). (Source: COA Department of Transportation and Environmental Services)
- **Courtyard:** Courtyards relate to an open area enclosed or partially enclosed by walls or significant breaks in the building facade which meet the intent of other elements of the Urban Design Guidelines such as building breaks which mitigate building massing or provide for an active retail area. (COA Department of Planning and Zoning)
- **Density:** Density is expressed as dwelling units per acre or per net acre (Source: American Planning Association)

- **Development Incentive:** A measure that can be taken, usually by a governing agency, to encourage certain types of developments. (Source: Quizlet Glossary of Urban Planning Terms)
- **Development Site Plan (DSP)** – A DSP is required in all zones for any development that: contains three or more dwelling units; is a building or addition that is 3,000 square feet or larger; provides a parking lot with five or more parking spaces; is a building addition that is 1/3 or more of the existing gross square feet of the building; and falls under other criteria listed in Section 11-400 of the COA Zoning Ordinance. (Source: COA Planning and Zoning Department)
- **Development Special Use Permit with Site Plan (DSUP):** A DSUP is required in all zones for any development that requires a site plan and is requesting approval of a special use permit for the following: a modification of the parking ratios a modification to the yard, landscape or open space requirements; increased building height; increased Floor Area Ratio; affordable housing bonus density; and other special requirements listed in the applicable zone in the COA Zoning Ordinance. (Source: COA Planning and Zoning Department)
- **EcoDistrict:** A district (more than a building, less than the town) in urban planning that seeks to integrate the objectives of sustainable development and reduce ecological footprints, improve social equity and create a sustainable economy by designing systems to achieve ambitious targets. (Source: EcoDistricts: Pathway to a Resilient Community, Seminar, March 2, 2016)
- **Floor Area Ratio:** The floor area ratio of the building or buildings on any lot or tract or tract of land is the total aggregate floor area of such building or buildings divided by the area of that lot or tract or tract of land. (Source: COA Zoning Ordinance)
- **Green Building:** Structures that incorporate the principles of sustainable design - design in which the impact of a building on the environment will be minimal over the lifetime of that building. Green buildings incorporate principles of energy and resource efficiency, practical applications of waste reduction and pollution prevention, good indoor air quality and natural light to promote occupant health and productivity, and transportation efficiency in design and construction, during use and reuse. (Source: Quizlet Glossary of Urban Planning Terms)
- **Green Infrastructure (GI):** GI is “an adaptable term used to describe an array of products, technologies and practices that use natural systems - or engineered systems that mimic natural... processes - to enhance overall environmental quality and provide utility services. As a general principal, GI techniques use soils and vegetation to infiltrate, evapotranspiration, and/or recycle storm water runoff. When used as components of a storm water management system, GI practices such as green roofs, porous pavement, rain gardens, and vegetated swales can produce a variety of environmental benefits. In addition to effectively retaining and infiltrating rainfall, these technologies can simultaneously help filter air pollutants, reduce energy demands, mitigate urban heat islands, and sequester carbon while also providing communities with aesthetic and natural resource benefits.” (EPA online vocabulary catalog EPA.gov)
- **Gross Floor Area:** Gross floor area is floor area within the perimeter of the outside walls of a building as measured from the inside surface of the exterior walls without reduction for hallways, stairs, closets, and thickness of the walls. (Source: The Free Dictionary)
- **Guideline:** A guideline is an agency statement or a declaration of policy that the agency intends to follow, which does not have the force or effect of law and that binds the agency but does not bind any other person. (Source: American Planning Association)
- **Height:** The 1992 OTN SAP specifies height through both height districts and specific zoning regulations. Height is determined by whichever set of regulations is the more restrictive. These regulations are outlined on pages 9 and 10 along with a height map on page 56 of the 1992 OTN SAP. (Source: 1992 OTN SAP)
- **Historic Preservation:** Historic preservation is one important way to transmit an understanding of the past to future generations. It begins as a discussion about what is significant in our past and what can be saved and interpreted. Cultural resource professionals, such as archaeologists, architects, curators, historians, and landscape architects, work with the public to understand what is significant on national, state and local levels—highlighting and celebrating accomplishments in our history as well as recognizing some aspects that are painful to remember. Preservation actions include the designation, recognition and interpretation of historic sites; documentation through written reports, technical reports, and photography; and physical preservation through stabilization, rehabilitation, restoration, and reconstruction. (Source: NPS)
- **Impervious Surface:** Any hard-surfaced (e.g. asphalt, concrete, roofing material, brick, paving block, plastic), man-made area that does not readily absorb or retain water, including but not limited to building roofs, parking and driveway areas, graveled areas, sidewalks, and paved recreation areas. (Source: Quizlet Glossary of Urban Planning Terms)
- **Infrastructure:** Facilities and services needed to sustain industry, residential, commercial, and all other land-use activities, including water,

sewer lines, and other utilities, streets and roads, communications, transmission lines, and public facilities such as fire stations, parks, schools, etc. (Source: Quizlet Glossary of Urban Planning Terms)

- **Innovation District:** Innovation districts represent a radical departure from traditional economic development. Unlike customary urban revitalization efforts that have emphasized the commercial aspects of development (e.g., housing, retail, sports stadiums), innovation districts help their city and metropolis move up the value chain of global competitiveness by growing the firms, networks, and traded sectors that drive broad-based prosperity. Instead of building isolated science parks, innovation districts focus extensively on creating a dynamic physical realm that strengthens proximity and knowledge spill overs. Rather than focus on discrete industries, innovation districts represent an intentional effort to create new products, technologies and market solutions through the convergence of disparate sectors and specializations (e.g., information technology and bioscience, energy, or education). (Source: The Brookings Institution)
- **Leadership in Energy and Environmental Design (LEED):** A certification program and the nationally accepted benchmark for the design, construction and operation of high performance green buildings. (Source: Quizlet Glossary of Urban Planning Terms)
- **Liner Building Uses:** Buildings specifically designed to mask parking lots or garages from street frontage. (Source: Quizlet Glossary of Urban Planning Terms)
- **Linear Path or Park:** A park or parkway that is a lot longer than it is wide. Linear parks are often created from strips of public land next to rivers, creeks, canals, easements for electrical lines, former rail corridors, scenic highways, and shorelines. (Source: Quizlet Glossary of Urban Planning Terms)
- **Live/Work Space:** Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work. (Source: Quizlet Glossary of Urban Planning Terms)
- **Master Plan:** The COA's Master Plan is made up of Small Area Plans (SAPs) covering Alexandria's 18 neighborhoods, plus chapters on key topics, such as Historic Preservation, Transportation, and Open Space. The Master Plan was adopted by the City Council in 1992, and chapters are updated on an ongoing basis through Master Plan Amendments (Source: COA Planning and Zoning Department).
- **Mixed-Use:** Mixed-use development is development of a tract of

land or building or structure with two or more differing uses such as residential, office, retail, service, public, or entertainment, in a compact urban form. These types of developments can result in measurable reductions in traffic impacts. (Source: Quizlet Glossary of Urban Planning Terms)

- **Neighborhood Bikeway:** Primarily located in residential areas, neighborhood bikeways are designed to encourage slow vehicular traffic and to be comfortable for people walking and bicycling. These streets may feature design elements such as curb extensions and roundabouts, "calming" traffic and giving priority to local vehicle trips over cut-through traffic. As an important part of the citywide bicycle network, neighborhood bikeways may also feature bicycle facilities such as shared lane markings or bike route signage. (Source: COA Transportation Master Plan, Pedestrian and Bicycle Chapter)
- **Net Area:** The total area of a site for residential or nonresidential development, excluding street rights of way and other publicly dedicated improvements such as parks, open space, and storm water detention and retention facilities. Net area is expressed in either acres or square feet. (Source: American Planning Association)
- **Objective:** Objectives define strategies or implementation steps to attain a stated vision and goals; they are generally measurable and have a time element. (Source: COA Department of Planning and Zoning)
- **Parking Standard/Parking Requirement:** The amount of parking that a use is required or recommended to provide. Typically these parking spaces are provided on the same property as the use. This could be a minimum or maximum requirement/standard. (Source: COA Department of Transportation and Environmental Services)
- **Park Typology:** (Source: COA Department of Recreation, Parks and Cultural Activities)
 - Park typology categorizes the COA's open spaces into groups based on their size and uses, allowing for development plans for parks that share similar characteristics and improvement needs.
 - Citywide Parks: Contains multiple uses within a park boundary; attracts visitors from all over the City.
 - Neighborhood Parks: May include multiple uses within park boundary; attracts nearby residents.

- Pocket Parks: Small open space; mainly single use attracting nearby residents.
- Natural Resource Areas: Includes open spaces that are primarily passive-use or preservation areas.
- Shared Use: Includes parks that share facilities with schools and recreation centers
- Destination/Historical: Attracts users from beyond the region because of unique features.
- Regional: Includes lands or facilities administered by other regional entities.
- Corridors/Linear Parks/Trailways: Includes trailways, corridors and linear parks that serve primarily as linear bikeway corridors; may include right-of-ways.
- **Placemaking:** Creating squares, plazas, parks, streets, and waterfronts that attract people because they are pleasurable or interesting. Landscape plays an important role in the place making design process. (Source: Quizlet Glossary of Urban Planning Terms)
- **Policy:** A policy means a general rule for action focused on a specific issue, derived from more general goals. (Source: American Planning Association)
- **Principle:** A fixed or predetermined policy or mode of action. (Source: The Free Dictionary)
- **Public Access Easement:** Privately owned property that is available for public use, all or some parts of the day (e.g., many recent development projects include public open space in this form – privately owned, but open to the public). (Source: COA Department of Recreation, Parks and Cultural Activities)
- **Public Art:** Public art is an original, site-specific work of art created by an artist, or a design element created by an artist collaborating with a design team, that is visually accessible to the public. Public art can be created in a variety of media, including visual arts, environmental art, literary arts, dance, music and performance, and may possess functional as well as aesthetic qualities. Public art must be located in places where public life occurs, including streets, plazas, parks, and open spaces, as well as facades, lobbies, atria, courtyards and similar spaces that are openly accessible and visible to anybody who is interested. (Source: COA Public Art Implementation Plan and Policy)
- **Public Open Space:** The City's Zoning Ordinance includes a Public Open Space (POS) zone which is restrictive to recreational and/or natural resource uses. Along with the Zoning Ordinance definition, the term public open space is synonymous any park, plaza, recreation area, etc. that is open to the public – either publicly or privately owned. (Source: COA Department of Recreation, Parks and Cultural Activities)
- **Public Plaza:** A public space at the intersection of important streets set aside for civic purposes and commercial activities. A plaza is circumscribed by frontages; its landscape consists of durable pavement for parking and trees requiring little maintenance. All parking lots on frontages should be designed as plazas with the paving not marked or detailed as parking lots. (Source: DPZ New Urbanism Lexicon)
- **Rails to Trail:** Former rail corridors that have been converted to paths designed for pedestrian, bicycle, skating, equestrian, and occasionally light motorized traffic. Most are multi-use trails offering pedestrians and cyclists recreational access (hike and bike trails) and right-of-way to these routes. (Source: Quizlet Glossary of Urban Planning Terms)
- **Remediation:** Remediation is the action or measure taken, or to be taken, to lessen, clean-up, remove, or mitigate the existence of hazardous materials existing on the property to such standards, specifications, or requirements as may be established or required by federal, state, county, or city statute, rule, or regulation. (Source: Quizlet Glossary of Urban Planning Terms)
- **Retail Focus Areas:** A Retail Focus Area (RFA) is a location within the 1992 OTN SAP planning area where retail and personal service uses are viewed as vital to the neighborhood. In those locations designated as RFAs (See Map on page 46 of the 1992 OTN SAP), 1/12 of the site area multiplied by the allowable Floor Area Ratio for the site must be devoted to uses specified in the 1992 OTN SAP on page 47. (Source: 1992 OTN SAP)
- **Sense of Place:** The characteristics (constructed and natural landmarks, social and economic surroundings) of a location, place, or community that make it readily recognizable as being unique and different from its surroundings and that provide a feeling of belonging to or being identified with that particular place. (Source: Quizlet Glossary of Urban Planning Terms)
- **Setback:** The horizontal distance between any part of a building or structure and the nearest property line. (Source: COA Department of Planning and Zoning)

- **Small Area Plans:** COA's Master Plan consists of 18 Small Area Plans (SAP), each setting a vision and goals for their given community's future over a designated period of time. With strong citizen participation, a SAP typically addresses the economic, physical (all land uses and infrastructure), social and environmental elements of a community, taking into account anticipated growth in population, employment and overall development over the designated time span of the SAP, generally 15-20 years. The SAP is formatted with text, graphics and maps and includes objectives, strategies and recommendations to accomplish the vision and goals. (Source: COA Planning and Zoning Department)
- **Special Use Permit:** A special use permit entails a process for reviewing certain land uses that may have a larger impact on the surrounding area than a by right (permitted) use. (Source: COA Department of Planning and Zoning)
- **Standard:** A standard is a criterion that defines the meaning of a policy by providing a way to measure its attainment. (Source: American Planning Association)
- **Streetscape:** The treatment of space between buildings and street that define the public realm. Streetscape elements may include building frontage/Facade, public art, outdoor cafes, transit stops or shelters, landscaping (trees, planters, fountains, etc.), sidewalk pavers, special embedded street paving, street furniture (benches, kiosks, etc.), signs, awnings, and street lighting. (Source: Quizlet Glossary of Urban Planning Terms)
- **Streetwall:** The wall or part of the building nearest to the street or property line. (Source: Quizlet Glossary of Urban Planning Terms)
- **Street Classifications:** Street Classification (also referred to as Functional Classification) is best defined by connectivity. Roadways that provide the greatest reach of connectivity are the highest level facilities. All streets within a city's transportation network serve a particular function. These functions can vary from providing access to a person's home to providing residents the ease of accessibility in traveling outside the city to reach their destination. The functional classification is important for the city to qualify for state and federal transportation funds. There are five categories of functional classification that are generally recognized by the FHWA and the VDOT. The City of Alexandria adopted a classification system that is slightly different, but its characteristics are generally the same. The classifications of the City of Alexandria's streets include primary arterials, secondary arterials, primary collectors, residential collectors, and local streets. (Source: COA Department of Transportation and Environmental Services)
- **Transit Oriented Development (TODs):** TODs focus redevelopment and new construction around transit nodes, enhancing access to mass transit options and helping curb car usage and encourage mixed-use neighborhoods. (Source: American Planning Association)
- **Transitions and Buffers:** The 1992 OTN SAP includes recommendations for urban design tools that provide architectural solutions and buffers such as landscaping and screening to appropriately transition between larger and lower-medium scale uses and between areas of different uses. (Source: 1992 OTN SAP)
- **Trolley:** A trolley is [generally] an electric bus that draws power from overhead wires (generally suspended from roadside posts) using spring-loaded trolley poles. This differs from a tram or streetcar, which normally uses the track as the return path, needing only one wire and one pole. They also are distinct from other kinds of electric buses, which usually rely on batteries. (Source: Wikipedia)
- **Universal Design:** Universal Design, also called barrier-free design, focuses on making houses safe and accessible for everyone, regardless of age, physical ability, or stature. This is accomplished through thoughtful planning and design at all stages. (Source: COA Housing Master Plan, 2014)
- **Urban Design:** The attempt to impose a rational order or to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is an effort to make an urban area or whole city comprehensive, functional, and aesthetic through the articulation of its parts. (Source: Quizlet Glossary of Urban Planning Terms)
- **Urban Tree Canopy:** The layer of leaves, branches and stems that cover the ground when viewed from above. (Source: COA Recreation, Parks and Cultural Activities)
- **Vision:** A general description of the desired result of the planning process (Source: Quizlet Glossary of Urban Planning Terms).
- **Zoning Ordinance (City of Alexandria):** COA's Zoning Ordinance contains regulatory controls for the City covering use (residential, commercial, mixed use), density, height, historic preservation, development approvals, parking, non-complying and non-conforming uses, environmental management, signs, and zoning map amendments. (Source: COA Zoning Ordinance)
- **Zoning Text Amendment:** A zoning text amendment entails a process for changing language in the Zoning Ordinance. (Source: COA Department of Planning and Zoning)

